

NAComatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
AINSWORTH, NE

AINSWORTH MUNI RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 31¹
RNAV (GPS) Rwy 35¹
VOR Rwy 35²

¹NA when local weather not available.

²Category D, 800-2¼.

ALBION, NE

ALBION MUNI NDB Rwy 33
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI RNAV (GPS) Rwy 17¹²
RNAV (GPS) Rwy 35¹²
VOR Rwy 13¹²
VOR Rwy 17³
VOR Rwy 35¹²

¹NA when local weather not available.

²Category D, 800-2¼.

³Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS
BLAIR, NE

BLAIR MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

BROKEN BOW, NE

BROKEN BOW MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ILS Rwy 2¹²
NDB Rwy 20¹
VOR/DME Rwy 2³⁴
VOR/DME Rwy 20³⁵

¹NA when Chadron weather not available, except for operators with approved weather reporting service.

²ILS, 700-2.

³NA except for operators with approved weather reporting service.

⁴Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

⁵Categories A,B, 1300-2; Categories C, D, 1300-3.

CHANUTE, KS

CHANUTE
MARTIN JOHNSON RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

COFFEYVILLE, KS

COFFEYVILLE MUNI NDB Rwy 35¹
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

¹Category D, 800-2¼.

ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS
LIBERAL, KS
 LIBERAL-MID
 AMERICA RGNL ILS or LOC Rwy 35
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17
 VOR Rwy 41
 VOR Rwy 35

NA when local weather not available.

¹Category D, 800-2¼.

LINCOLN, NE

LINCOLN RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

MANHATTAN, KS

MANHATTAN RGNL . ILS or LOC/DME Rwy 3¹²
 RNAV (GPS) Rwy 3³
 RNAV (GPS) Rwy 21³
 VOR Rwy 3⁴
 VOR/DME-F³

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴Category C, 800-2¼; Category D, 800-2¼.

MC COOK, NE

MC COOK BEN
 NELSON RGNL ILS or LOC/DME Rwy 12
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR Rwy 30

NA when local weather not available.

MC PHERSON, KS

MC PHERSON RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI .. RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33

NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY .. ILS or LOC Rwy 17
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORFOLK, NE

KARL STEFAN
 MEMORIAL RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 32

NA when local weather not available.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT
 LEE BIRD FIELD ILS or LOC Rwy 30¹
 VOR Rwy 35²

¹Categories B, C, D, 700-2.

²Category C, 800-2¼; Category D, 800-2¼.

OGALLALA, NE

SEARLE FEILD RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26

NA when local weather not available.

OLATHE, KS

NEW CENTURY
 AIR CENTER ILS or LOC Rwy 36¹²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 36²
 VOR-A²³

¹NA when control tower closed.

²NA when local weather not available.

³Category D, 800-2¼.

OMAHA, NE

EPPLEY
 AIRFIELD ILS or LOC/DME Rwy 14L¹
 ILS or LOC/DME Rwy 14R¹
 ILS or LOC/DME Rwy 18¹
 ILS or LOC Rwy 32L³
 ILS or LOC 32R²
 ILS Rwy 36¹
 RNAV (GPS) Rwy 14L⁴
 RNAV (GPS) Rwy 14R⁴
 RNAV (GPS) Rwy 18⁴
 RNAV (GPS) Rwy 32L⁵
 RNAV (GPS) Rwy 32R⁶
 RNAV (GPS) Rwy 36⁴
 6097VOR Rwy 32L⁴

¹ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

²ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

³ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

⁴Category D, 800-2¼.

⁵Category D, 800-2¼.

⁶Categories A,B,C,D, 800-2¼.

MILLARD RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

NC-2

23 SEP 2010 to 21 OCT 2010

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NAME ALTERNATE MINIMUMS

TOPEKA, KS

FORBES FIELD **ILS or LOC Rwy 31¹²**
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 21³
RNAV (GPS) Rwy 31³

¹ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.

²NA when control tower closed.

³NA when local weather not available.

PHILIP BILLARD MUNI **ILS or LOC Rwy 13¹**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22

NA when local weather not available.

¹NA when control tower closed.

VALENTINE, NE

MILLER FIELD **NDB Rwy 32,900-2.**

WICHITA, KS

COLONEL

JAMES JABARA **ILS or LOC/DME Rwy 18¹**
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²
RNAV (GPS)-E²
VOR-A²

NA when local weather not available.

¹ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

WICHITA

MID-CONTINENT **ILS or LOC Rwy 1L¹**
ILS or LOC Rwy 1R¹
ILS Rwy 19R¹
ILS or LOC Rwy 19L²
VOR Rwy 14³

¹LOC, Category E, 800-2¼.

²Category E, 800-2¼.

³Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

YORK, NE

YORK MUNI **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

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IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

NAME TAKE-OFF MINIMUMS

ATWOOD, KS

ATWOOD-RAWLINS COUNTY CITY - CO
(ADT)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35, 3, 21**, NA-Environmental. **Rwy 16**, 300-1½ or std. w/ min. climb of 285' per NM to 3300.

NOTE: **Rwy 16**, tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL. **Rwy 34**, multiple poles beginning 402' from DER, 437' left of centerline, up to 31' AGL/3030' MSL. Vehicle on road 585' from DER, right to left of centerline, up to 15' AGL/3025' MSL.

AUGUSTA, KS

AUGUSTA MUNI (3AU)
ORIG 10154 (FAA)

NOTE: **Rwy 18**, vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/1419' MSL. **Rwy 36**, vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE

ROCK COUNTY (RBE)
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.
NOTE: **Rwy 13**, fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31**, rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE

BEATRICE MUNI (BIE)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.
DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

BENTON, KS

LLOYD STEARMAN FIELD (1K1)
ORIG 10210 (FAA)

NOTE: **Rwy 35**, vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL. Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

BLAIR, NE

BLAIR MUNI (BTA)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE

BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CHANUTE, KS

CHANUTE MARTIN JOHNSON (CNU)
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18**, trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36**, vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

CLAY CENTER, KS

CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)
AMDT 1 10210 (FAA)

NOTE: **Rwy 17**, trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 35**, trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

COLBY, KS

SHALZ FIELD (CBK)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

Rwy 35, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.



COLUMBUS, NE

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 300.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA - Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runway.

NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 221° to 4100 before turning right.

NOTE: **Rwy 4**, tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17**, multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22**, vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35**, Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerline, 100' AGL/3709' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)

ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29**, NA-VFR/Turf
Rwy.

NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.**GARDNER, KS**

GARDNER MUNI (K34)

ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.NOTE: **Rwy 26**, multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS

RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, road on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Road on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE

GORDON MUNI (GRN)
AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE

QUINN FIELD (GTE)
AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE

GRANT MUNI (GGF)
ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS

GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE

HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS

HAYS RGNL (HYS)
AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE

HEBRON MUNI (HJH)
ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.

DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS

HILL CITY MUNI (HLC)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.



10266

HOLDREGE, NE

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.**HUGOTON, KS**

HUGOTON MUNI (HQB)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.**HUTCHINSON, KS**

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.**IOLA, KS**

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.**JUNCTION CITY, KS**

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**Rwy 18**, 500-2½ or std. with a min. climb of 420' per NM to 1700. **Rwy 36**, 300-2 or std. w/ min climb of 234' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 189° to 2200 before turning right. **Rwy 36**, climb heading 009° to 2000 before proceeding on course.NOTE: **Rwy 18**, numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36**, tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.**KEARNEY, NE**

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.**KIMBALL, NE**

KIMBALL MUNI/ROBERT E. ARRAJ FIELD

(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

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LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. w/min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL.

Rwy 35, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG-A 10182 (FAA)

NOTE: **Rwy 14**, windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 17, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL. **Rwy 18**, rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-2½ or std. w/min. climb of 360' per NM to 1600. **Rwy 13**, 300-1½ or std. w/min. climb of 219' per NM to 1300. **Rwy 31**, 400-2¼ or std. w/min. climb of 277' per NM to 1500.

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 3**, climb heading 034° to 1700 before turning right. **Rwy 31**, departure NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport.

NOTE: **Rwy 3**, numerous trees beginning 20' from DER, right and left of centerline, up to 100' AGL/1395' MSL. **Rwy 13**, numerous trees beginning 1304' from DER, right and left of centerline, up to 100' AGL/1229' MSL. Light pole, flood light, building, and elevator beginning 33' from DER, 439' left of centerline, up to 50' AGL/1086' MSL. Railroad 905' from DER, 614' right of centerline, 23' AGL/1068' MSL. **Rwy 21**, numerous trees beginning 2350' from DER, right and left of centerline, up to 100' AGL/1169' MSL. Pole 4928' from DER, 1006' right of centerline, 41' AGL/1189' MSL. Pole 3593' from DER, 462' right of centerline, 41' AGL/1189' MSL. Pole 3993' from DER, 461' right of centerline, 41' AGL/1158' MSL. **Rwy 31**, numerous trees beginning 164' from DER, right and left of centerline, up to 100' AGL/1358' MSL. Utility pole 1290' from DER, 435' right of centerline, 25' AGL/1124' MSL.

MARSHALL AAF (KFR1)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*

* Or standard with minimum climb of 273'/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.

NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.

NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16**, trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL. Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL. Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL. Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL. **Rwy 34**, trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

Rwy 19, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental.
Rwy 16, 400-3.NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.**O'NEILL, NE**

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.**OKALEY, KS**

OKALEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.**OVERLIN, KS**

OVERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.**OFFUTT AFB (KOFF),**

OMAHA, NE ORIG, 10126

TAKE-OFF OBSTACLES: **Rwy 12**, Fence Post, 3' AGL/974' MSL, 153' from DER, on centerline. Antenna, 7' AGL/968' MSL, 276' from DER, on centerline. Vehicle, 15' AGL/983' MSL, 170' from DER, 158' left of centerline. Road, 15' AGL/985' MSL, 191' from DER, 1' left of centerline. Railroad, up to 23' AGL/995' MSL, beginning 386' from DER, 55' left of centerline. Multiple trees, up to 110' AGL/1,076' MSL, beginning 3,185' from DER, 68' left of centerline. Terrain, 974' MSL, 0' from DER, 353' right of centerline. Multiple trees, up to 110' AGL/1,088' MSL, beginning 1,150' from DER, 5' right of centerline. **Rwy 30**, Antenna, 7' AGL/1,053' MSL, 201' from DER, on centerline. Multiple trees, up to 110' AGL/1,090' MSL, beginning 296' from DER, 6' left of centerline. Multiple trees, up to 110' AGL/1,098' MSL, beginning 1,267' from DER, 552' right of centerline.**OGALLALA, NE**

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.**OLATHE, KS**

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.**NEW CENTURY AIRCENTER (IXD)**

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.**OMAHA, NE**

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18**, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

OMAHA, NE (CON'T)

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1½ or std. w/ min. climb of 370' per NM to 3000.DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course. **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.**ORD, NE**

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.**OSHKOSH, NE**

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.**OTTAWA, KS**

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 23, 31**, NA.**PARSONS, KS**

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL.Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.**PHILLIPSBURG, KS**

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA (Turf runway)NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.**PITTSBURG, KS**

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.**RUSHVILLE, NE**

MODISSETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.**RUSSELL, KS**

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL.

Rwy 12, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course.**Rwy 30**, climb runway heading to 5500 before proceeding on course.**SEWARD, NE**

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.**SIDNEY, NE**

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21** NA-Environmental.**SUPERIOR, NE**

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.**SYRACUSE, KS**

SYRACUSE-HAMILTON COUNTY MUNI

(3K3)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 293° to 4000 before turning right.

NOTE: **Rwy 13**, vehicle on road beginning 5' from DER, left and right of centerline, up to 15' AGL/3324' MSL. Trees beginning 104' from DER, 288' left of centerline, up to 40' AGL/3349' MSL. Trees beginning 196' from DER, 130' right of centerline, up to 40' AGL/3349' MSL. **Rwy 18**, grain bin 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. **Rwy 31**, vehicle on road beginning 26' from DER, 328' left of centerline, up to 15' AGL/3324' MSL. **Rwy 36**, powerlines beginning 1596' from DER, left and right of centerline, up to 52' AGL/3367' MSL.

TEKAMAH, NE

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.

NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.

Rwy 31, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1¼ or std. w/min. climb of 286' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)

AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17**, 300-1¼ or std. w/min. climb of 281' per NM to 3500.DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.NOTE: **Rwy 17**, tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.**VALENTINE, NE**

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.**WAHOO, NE**

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.**WICHITA, KS**

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.**YORK, NE**

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

AINSWORTH MUNI (ANW) 6 NW UTC-6(-5DT) N42°34.75' W99°59.58'

2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17-35: H6824X110 (ASPH) S-30, D-45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 13-31: H5501X75 (ASPH) S-24, D-36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50'.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. For svc after hrs call 402-387-1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17-35 and MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (402) 387-2329.

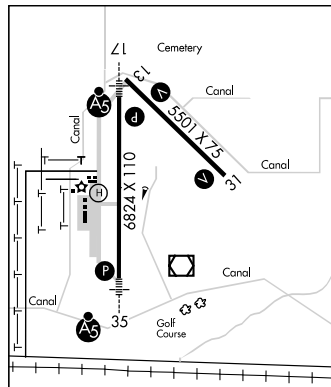
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

(L) **VORW/DME** 112.7 ANW Chan 74 N42°34.15' W99°59.38' at fld. 2582/9E. **HIWAS.**



OMAHA
H-5B, L-12H
IAP

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad for refueling only—not avbl for instrument approaches.

ALABY N41°43.78' W98°03.16' NOTAM FILE BVN.

NDB (MHW) 332 BVN at Albion Muni.

OMAHA
L-12H

ALBION MUNI (BVN) 3 NW UTC-6(-5DT) N41°43.71' W98°03.35'

1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15-33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. For fuel call 402-395-2001/5145. ACTIVATE MIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (402) 395-2052.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

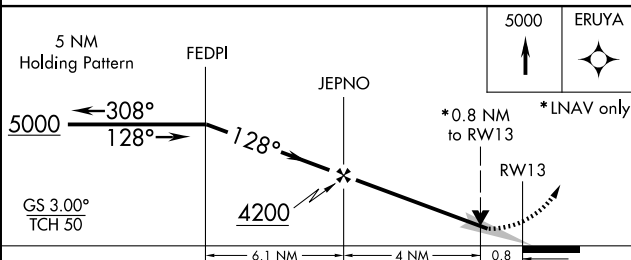
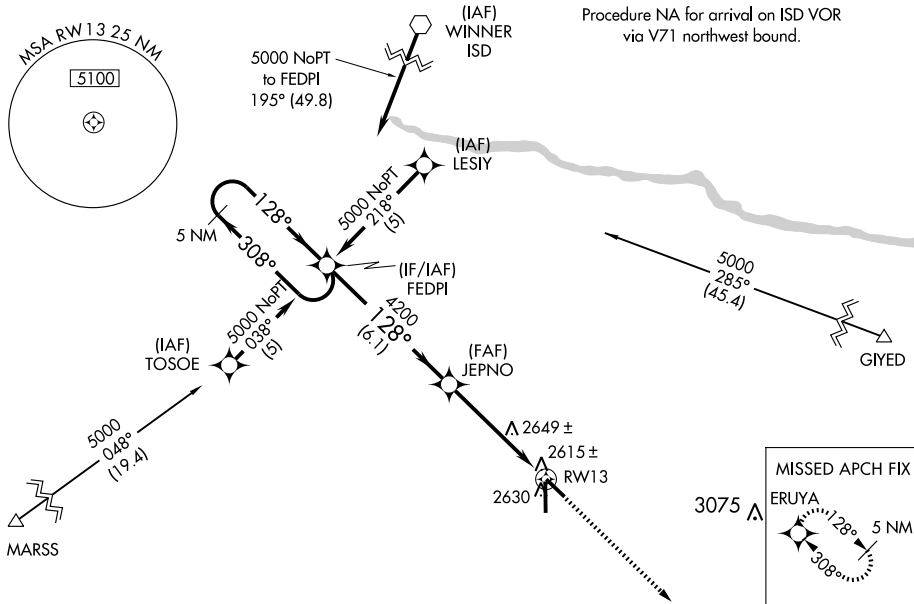
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78' W98°03.16' at fld. NOTAM FILE BVN.

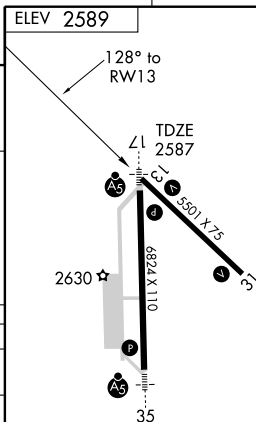
OMAHA
L-12H
IAP

RNAV (GPS) RWY 13

MISSED APPROACH:
Climb to 5000 direct
ERUYA and hold.

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	2837-1 250 (300-1)			
LNAV/ VNAV DA	2891-1 304 (400-1)			
LNAV MDA	2900-1 313 (400-1)			
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)



HIRL Rwy 17-35 **L**
MIRL Rwy 13-31 **L**
REIL Rwy 31 **L**

WAAS CH 70417 W17A	APP CRS 173°	Rwy Idg TDZE 2589 Apt Elev 2589
----------------------------------------	------------------------	-----------------------------------------------------

RNAV (GPS) RWY 17 AINSWORTH MUNI (ANW)

T For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).
A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

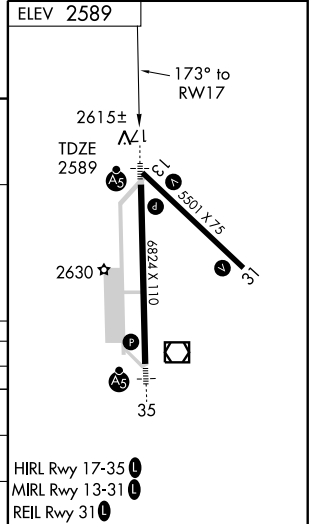
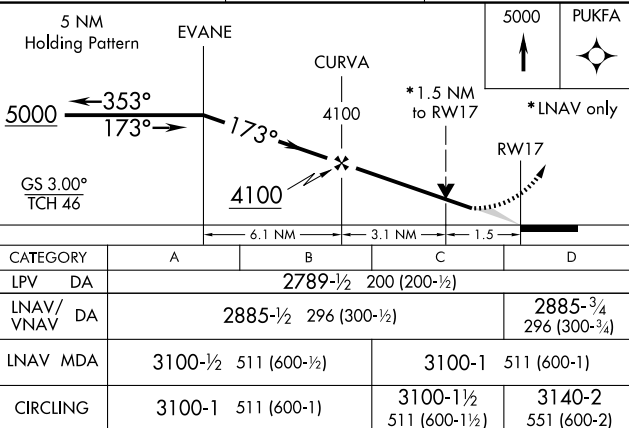
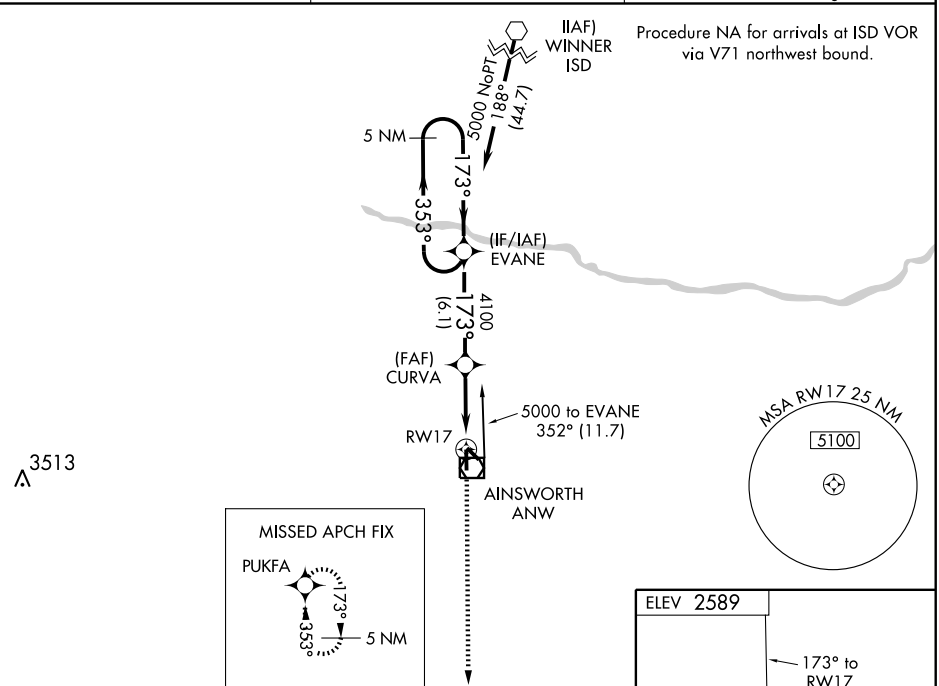


MISSED
 APPROACH:
 Climb to 5000
 direct PUKFA
 and hold.

AWOS-3
118.325

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 1



WAAS CH 86507 W31A	APP CRS 308°	Rwy Idg TDZE 2585 Apt Elev 2589	5501 2585 2589
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RNAV (GPS) RWY 31

AINSWORTH MUNI (ANW)

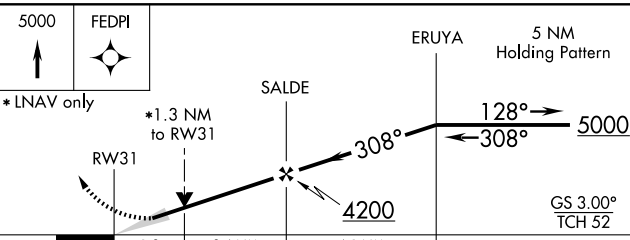
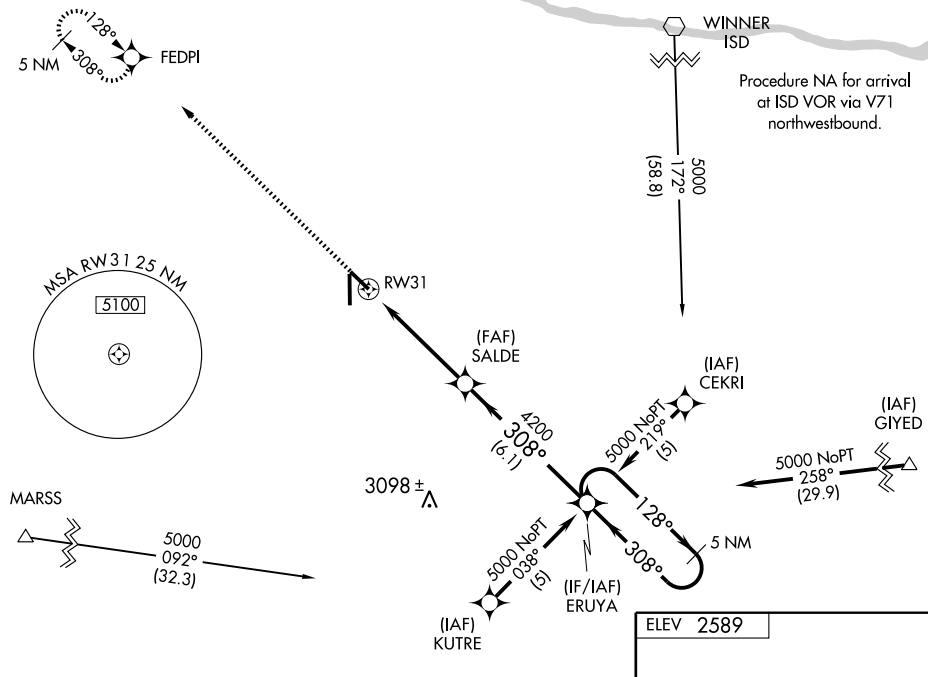
▼ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH: Climb to 5000 direct FEDPI and hold.

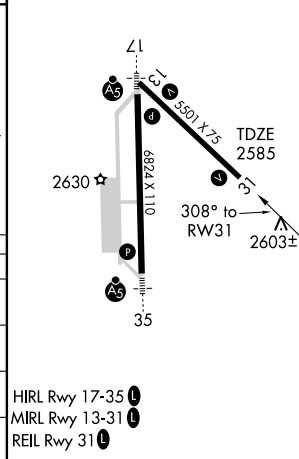
AWOS-3
118.325

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2873-1 288 (300-1)			
LNAV MDA	3060-1 475 (500-1)	3060-1½ 475 (500-1½)	3060-1½ 475 (500-1½)	3060-1½ 475 (500-1½)
CIRCLING	3060-1 471 (500-1)	3060-1½ 471 (500-1½)	3140-2 551 (600-2)	3140-2 551 (600-2)



WAAS CH 81917 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev 6824 2589
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RNAV (GPS) RWY 35 AINSWORTH MUNI (ANW)



For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).



DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR



MISSED

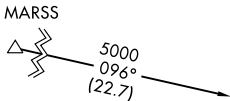
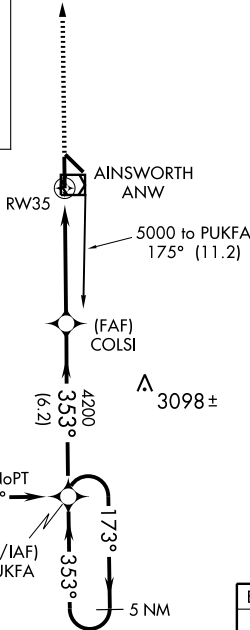
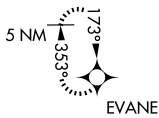
APPROACH:
Climb to 5000
direct EVANE
and hold.

 AWOS-3
118.325

 DENVER CENTER
127.95 338.2

 UNICOM
122.8 (CTAF) 1

MISSED APCH FIX



5000

EVANE

*LNAV only

*1.7 NM to RW35

RW35

1.7

3.2 NM

6.2 NM

4200

353°

173°

5000

GS 3.00°

TCH 45

PUKFA

5 NM

Holding Pattern

353°

173°

5000

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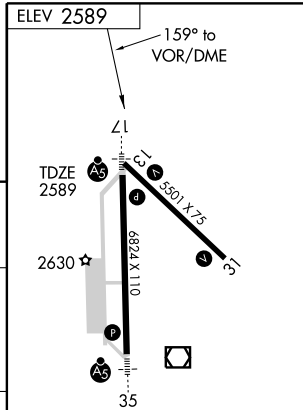
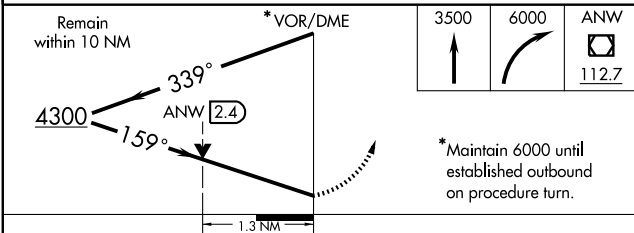
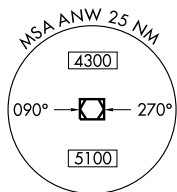
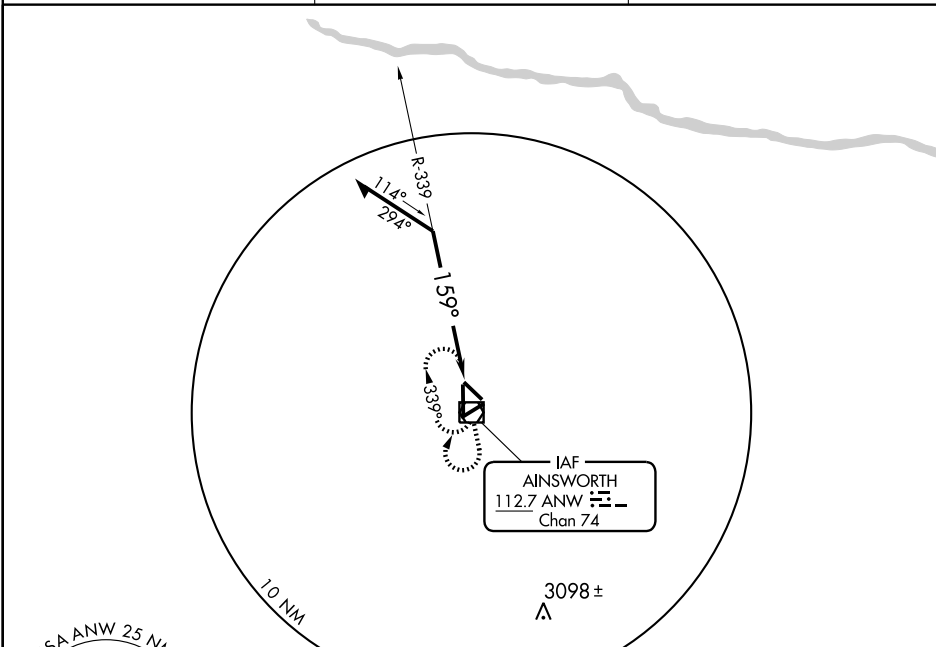
VOR/DME ANW 112.7 Chan 74	APP CRS 159°	Rwy Idg TDZE Apt Elev 6824 2589 2589
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VOR RWY 17

AINSWORTH MUNI(ANW)

▼	<div> <div>MAISR</div> </div> <div>MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.</div>
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AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	3060-1/2 471 (500-1/2)		3060-3/4 471 (500-3/4)	3060-1 471 (500-1)
CIRCLING	3060-1 471 (500-1)		3060-1 1/2 471 (500-1 1/2)	3140-2 551 (600-2)

HIRL Rwy 17-35	0
MIRL Rwy 13-31	0
REIL Rwy 31	0

VOR/DME ANW
112.7
 Chan **74**

 APP CRS
008°

 Rwy Idg
 TDZE
 Apt Elev

6824
2589
2589

AL-5681 (FAA)

VOR RWY 35
 AINSWORTH MUNI(ANW)

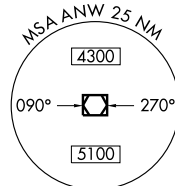
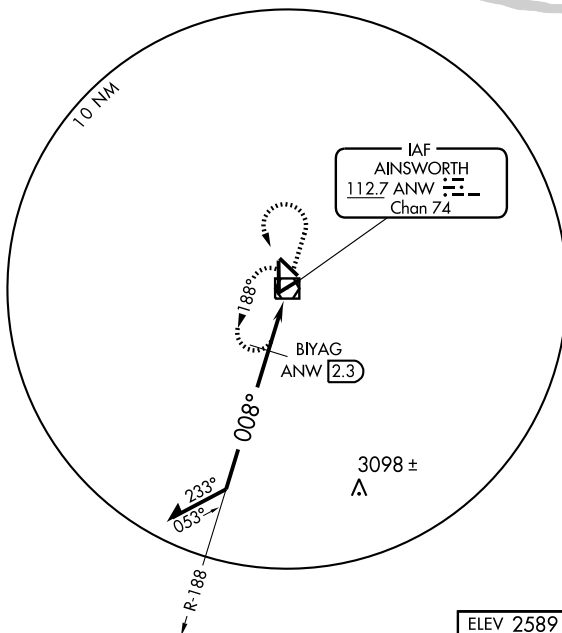
For inoperative MALSR increase BIYAG fix minimums
 S-35 Cat D visibility to 1 1/4.



MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

 AWOS-3
118.325

 DENVER CENTER
127.95 338.2

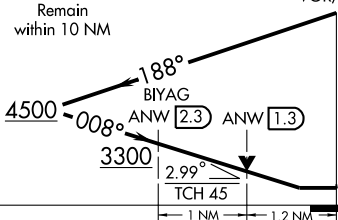
 UNICOM
122.8 (CTAF) 0


ELEV 2589

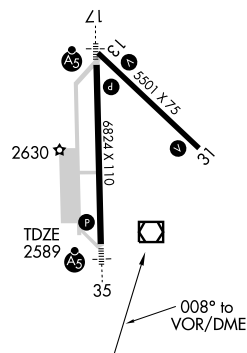
 Remain
 within 10 NM

*VOR/DME

3500 6000 ANW


 * Maintain 6000 until
 established outbound
 on procedure turn.

CATEGORY	A	B	C	D
S-35	3300-1/2	711 (800-1/2)	3300-1 1/2 711 (800-1 1/2)	3300-1 3/4 711 (800-1 3/4)
CIRCLING	3300-1	711 (800-1)	3300-2 711 (800-2)	3300-2 1/4 711 (800-2 1/4)
BIYAG FIX MINIMUMS				
S-35	3000-1/2	411 (500-1/2)	3000-3/4 411 (500-3/4)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1 1/2 451 (500-1 1/2)	3140-2 551 (600-2)


 HIRL Rwy 17-35 0
 MRL Rwy 13-31 0
 REIL Rwy 31 0

AINSWORTH MUNI (ANW) 6 NW UTC-6(-5DT) N42°34.75' W99°59.58'

2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17-35: H6824X110 (ASPH) S-30, D-45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 13-31: H5501X75 (ASPH) S-24, D-36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50'.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z+. For svc after hrs call 402-387-1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17-35 and MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (402) 387-2329.

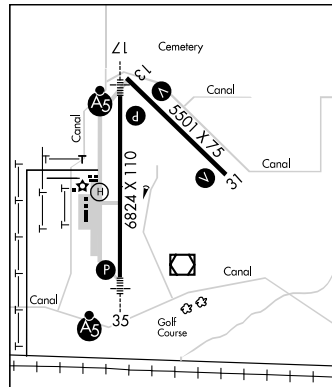
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

(L) **VORW/DME** 112.7 ANW Chan 74 N42°34.15' W99°59.38' at fld. 2582/9E. **HIWAS.**



OMAHA
H-5B, L-12H
IAP

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad for refueling only—not avbl for instrument approaches.

ALABY N41°43.78' W98°03.16' NOTAM FILE BVN.

NDB (MHW) 332 BVN at Albion Muni.

OMAHA
L-12H

ALBION MUNI (BVN) 3 NW UTC-6(-5DT) N41°43.71' W98°03.35'

1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15-33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Unattended. For fuel call 402-395-2001/5145. ACTIVATE MIRL Rwy 15-33—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.575 (402) 395-2052.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78' W98°03.16' at fld. NOTAM FILE BVN.

OMAHA
L-12H
IAP

NDB BVN 332	APP CRS 333°	Rwy Idg TDZE Apt Elev	3700 1803 1806
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NDB RWY 33

ALBION MUNI (BVN)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

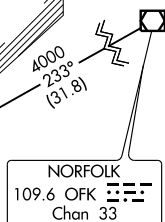
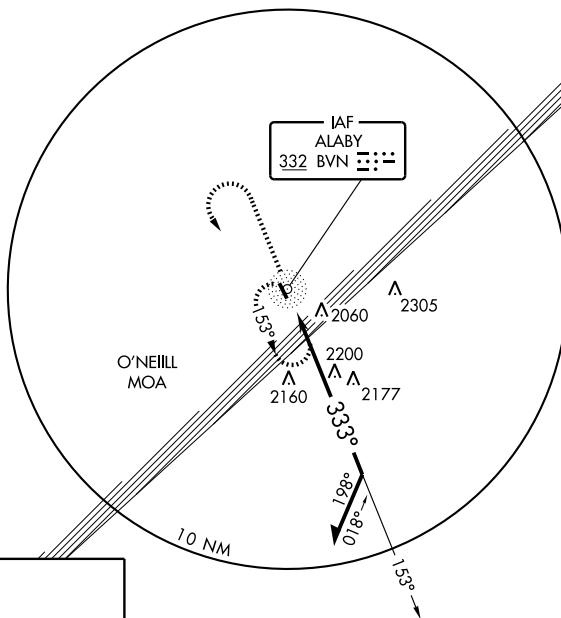
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3
118.575

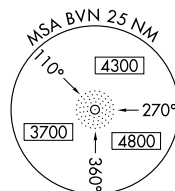
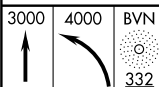
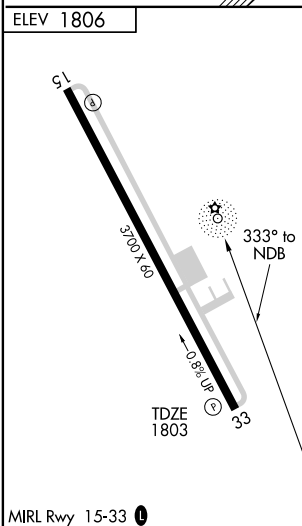
MINNEAPOLIS CENTER
128.0 385.5

CTAF
122.9 0

△ 3283

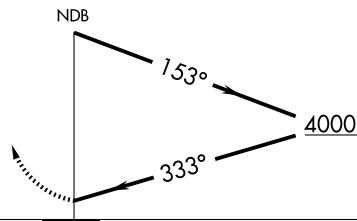


ELEV 1806



Remain
within 10 NM

NDB



CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

WAAS CH 78009 W15A	APP CRS 148°	Rwy ldg TDZE Apt Elev	3700 1806 1806
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RNAV (GPS) RWY 15

ALBION MUNI (BVN)

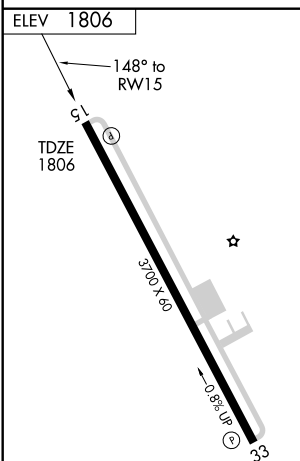
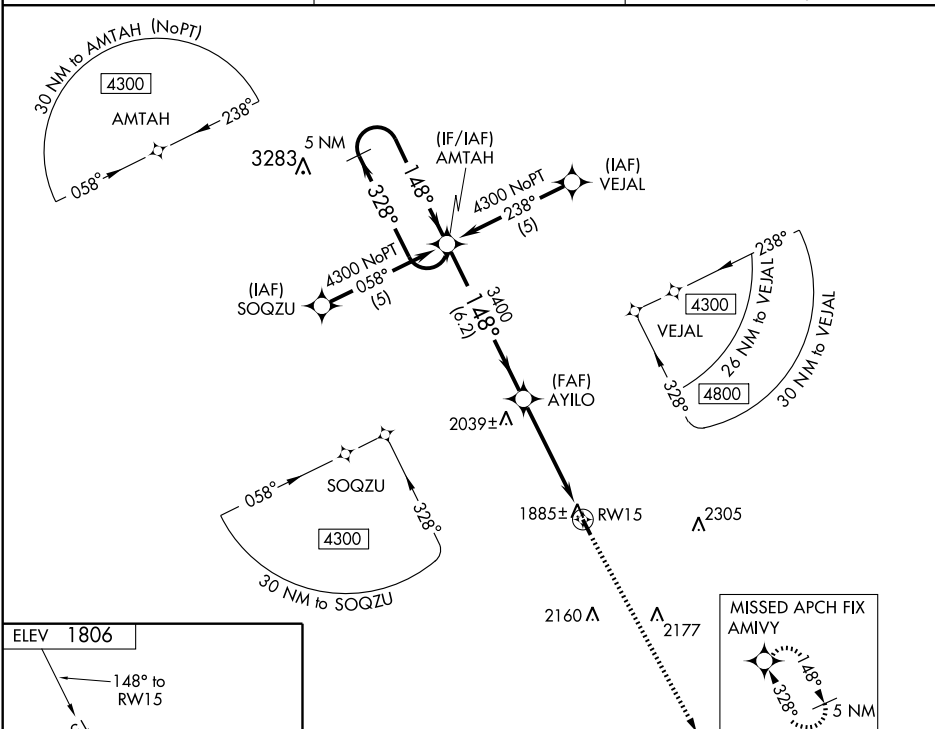
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

MISSED APPROACH:
Climb to 4300 direct
AMIVY and hold.

AWOS-3
118.575

MINNEAPOLIS CENTER
128.0 385.5

CTAF
122.9 0



MIRL Rwy 15-33 0

ALBION, NEBRASKA
Amdt 1 09295

41° 44' N-98° 03' W

ALBION MUNI (BVN)
RNAV (GPS) RWY 15

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 93913 W33A	APP CRS 328°	Rwy Idg 3700 TDZE 1803 Apt Elev 1806
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 33

ALBION MUNI (BVN)

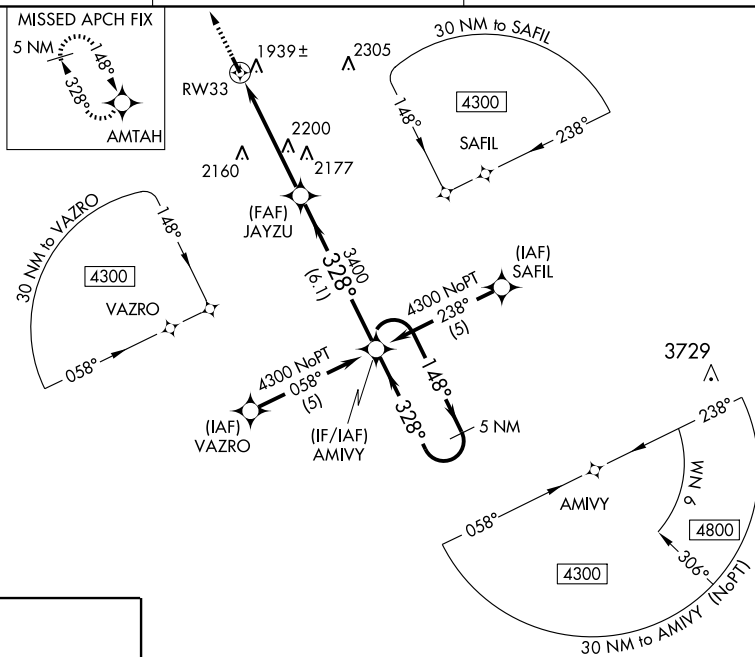
Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ½ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH:
Climb to 4300 direct
AATALL 11 11

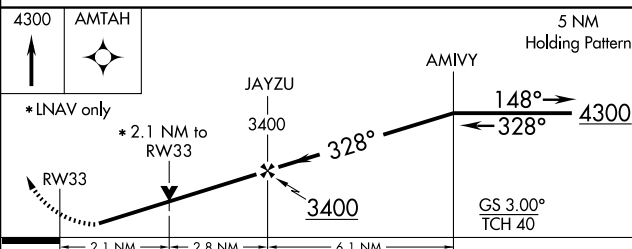
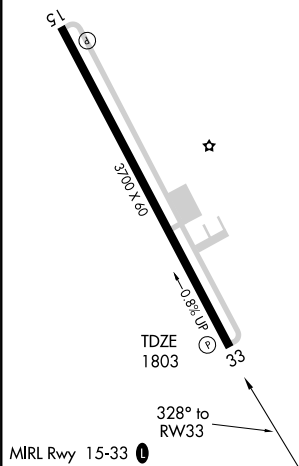
AWOS-3
118.575

MINNEAPOLIS CENTER
128.0 385.5

CTAF
122.9 **L**



ELEV 1806



CATEGORY		A	B	C	D
LPV	DA	2053-1	250 (300-1)	NA	
LNAV/ VNAV	DA	2279-1 ³ / ₄	476 (500-1 ³ / ₄)	NA	
LNAV	MDA	2500-1	697 (700-1)	NA	
CIRCLING		2500-1	694 (700-1)	NA	

ALBION, NEBRASKA
Amdt 2 09295

41°44' N-98°03' W

ALBION MUNI (BVN)

RNAV (GPS) RWY 33

NC-2, 23 SEP 2010 to 21 OCT 2010

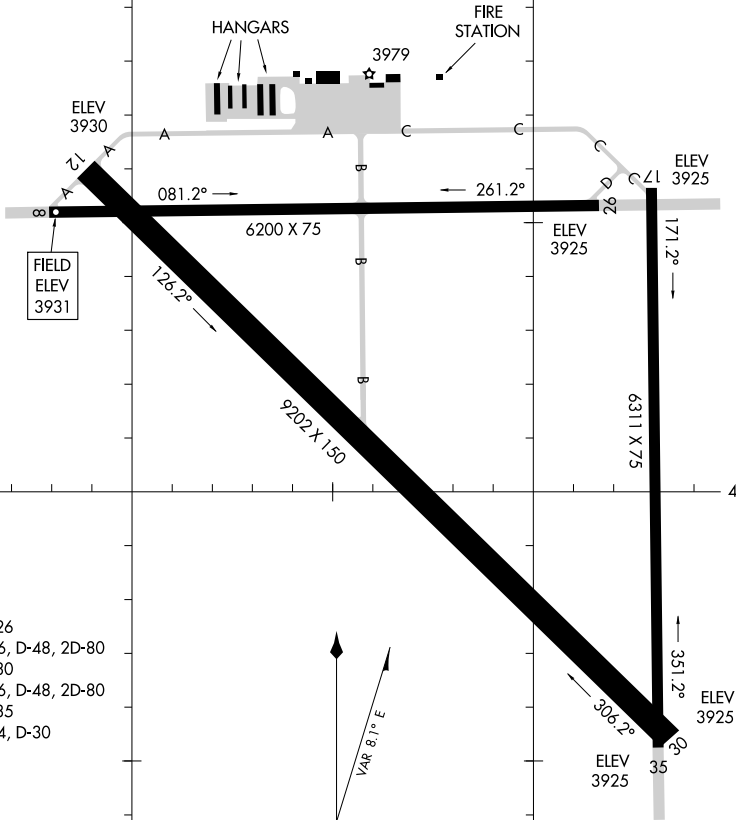
NC-2. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA

ASOS
135.075
CTAF/UNICOM
123.0



RWY 08-26
S-36, D-48, 2D-80
RWY 12-30
S-36, D-48, 2D-80
RWY 17-35
S-24, D-30

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

NC-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ALLIANCE, NEBRASKA
ALLIANCE MUNI (AIA)

10210

ALLIANCE MUNI (AIA) 3 SE UTC-7(-6DT) N42°03.19' W102°48.23'3931 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE AIA

RWY 12-30: H9202X150 (ASPH-AFSC) S-36, D-48, 2D-80 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 08-26: H6200X75 (ASPH-PFC) S-36, D-48, 2D-80 MIRL

RWY 17-35: H6311X75 (ASPH) S-24, D-30

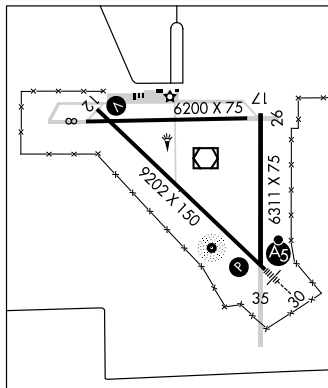
AIRPORT REMARKS: Attended continuously. Haying ops on interior of arpt during summer months. Rwy 08-26 designated calm wind. Aerial spraying ops on and in/ov arpt. Occasional use by acft with no radio. Back taxiing. Ultralight and glider ops on and in/ov arpt. Rwy 12-30—PFC first 6,200' on approach end of Rwy 12. Rwy 17-35 unavbl for use by acft with more than 9 passenger seats. ACTIVATE MIRL Rwy 12-30 and Rwy 08-26, VASI Rwy 12, PAPI Rwy 30 and REIL Rwy 12 and MALSR Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 135.075 (308) 762-1221.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 (COLUMBUS RADIO)

® **DENVER CENTER APP/DEP CON** 127.95

AIRSPACE: **CLASS E** svc 1200-0200Z± except holidays other times
CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AIA.(L) **VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' at fld. 3927/11E.**NDB (MHW)** 380 ALU N42°02.59' W102°47.97' at fld.**ILS/DME** 108.35 I-BYE Chan 20(Y) Rwy 30 LOC only. ILS unmonitored.**CHEYENNE**

H-5A, L-12G

IAP, AD

ALMA**ALMA MUNI** (4D9) 1 NE UTC-6(-5DT) N40°06.83' W99°20.74'**OMAHA**2070 **FUEL** 100LL NOTAM FILE OLU

RWY 17-35: 3280X120 (TURF)

RWY 17: Road. RWY 35: Trees.

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. Rwy 17-35 marked with yellow cones.**COMMUNICATIONS:** CTAF 122.9**HARLAN CO LAKE SPB** (H63) 6 SW UTC-6(5-5DT) N40°02.58' W99°15.06'**OMAHA**

1946 NOTAM FILE OLU

WATERWAY E-W: 15000X4000 (WATER)**SEAPLANE REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**ANOKE** N40°37.57' W99°01.54' NOTAM FILE EAR.**OMAHA****NDB (LOM)** 422 EA 359° 6.1 NM to Kearney Rgnl. Unmonitored.**ANTELOPE CO** (See NELIGH)

LOC/DME I-BYE
108.35
Chan **20 (Y)**

APP CRS
303°

Rwy Idg **9202**
TDZE **3927**
Apt Elev **3931**

ILS or LOC/DME RWY 30

ALLIANCE MUNI (AIA)

▲ NA Circling to Rwy 8 NA at night. For inoperative MALSR when using Scottsbluff altimeter setting increase S-ILS 30 visibility all Cats to 1 mile. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 30 Cats C/D visibility ½ mile, Circling Cat C ½ mile and Cat D ¼ mile. VDP NA when using Scottsbluff altimeter setting.

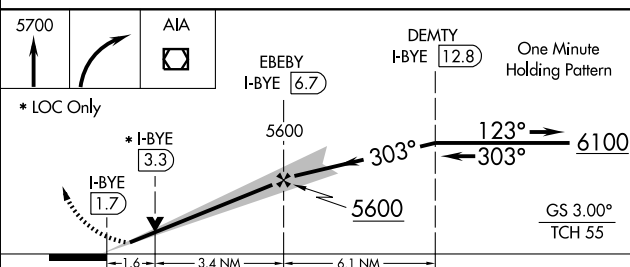
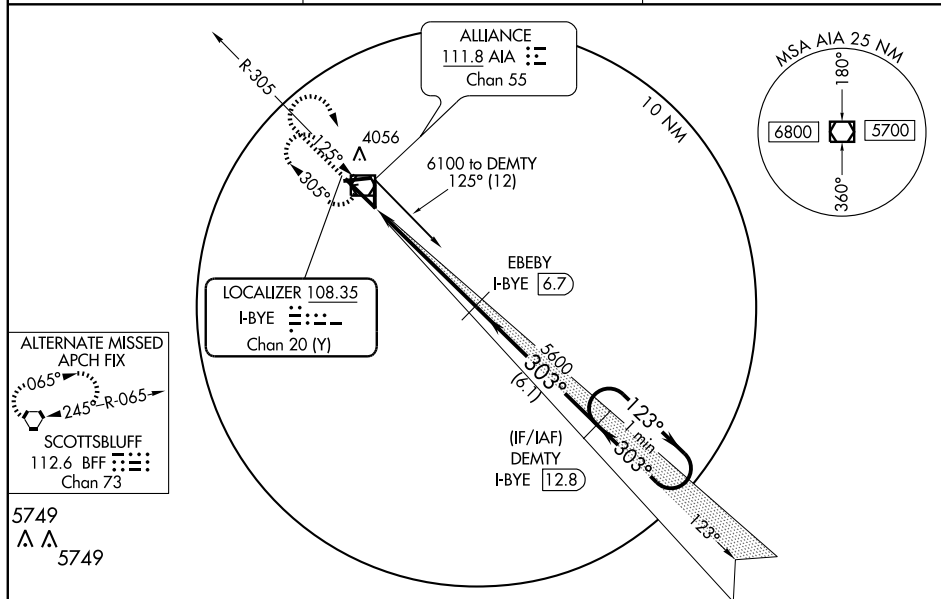


MISSED APPROACH:
Climb to 5700 then right turn direct AIA VOR/DME and hold.

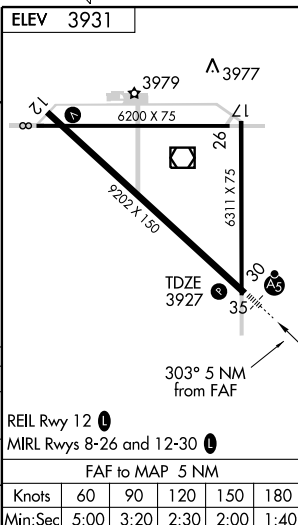
ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 30	4127-½ 200 (200-½)			
S-LOC 30	4500-½ 573 (600-½)	4520-1 573 (600-1)	4520-2 573 (600-1½)	4500-1¼ 573 (600-1¼)
CIRCLING	4500-1 569 (600-1)	4520-1½ 589 (600-1½)	4520-2 589 (600-2)	4520-2 589 (600-2)



NDB ALU
380

APP CRS
127°

Rwy Idg	9202
TDZE	3928
Apt Elev	3929

NDB RWY 12
ALLIANCE MUNI (AIA)

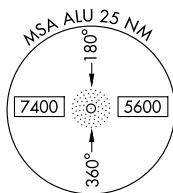
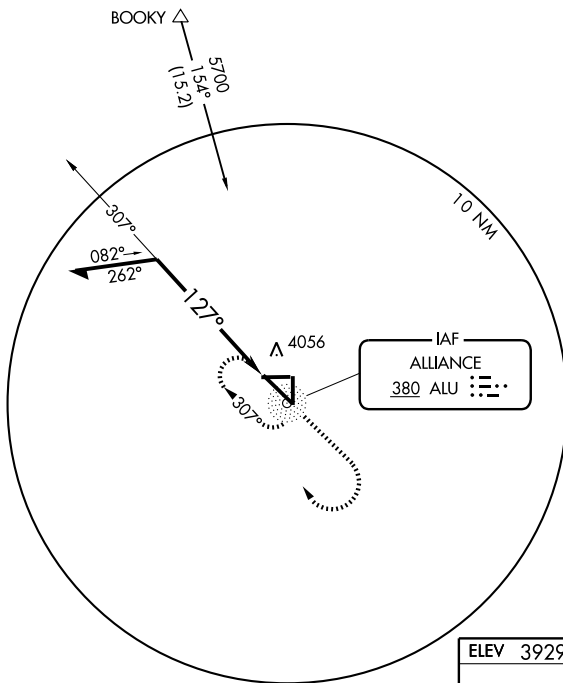
A NA

MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS
135.075

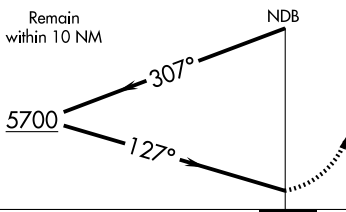
DENVER CENTER
127.95 338.2




UNICOM
123.0 (CTAF) **L**



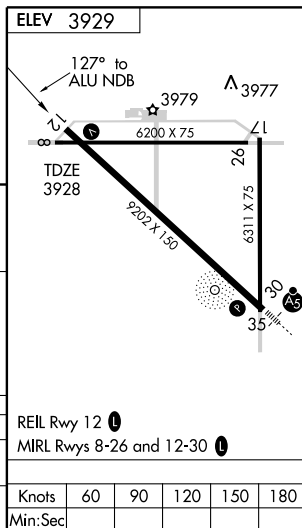
5749 $\Delta \Delta$ 5749

Remain
within 10 NM



5700		ALU
		
		380

CATEGORY	A	B	C	D	E
S-12	4580-1	652 (700-1)	4580-1 ³⁴ 652 (700-1 ³⁴)	4580-2 652 (700-2)	NA
CIRCLING	4580-1	651 (700-1)	4580-1 ³⁴ 651 (700-1 ³⁴)	4580-2 651 (700-2)	NA



ALLIANCE, NEBRASKA
Orig 08269

42° 03' N-102° 48' W

ALLIANCE MUNI (AIA)
NDB RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

APP CRS 078°	Rwy Idg TDZE Apt Elev	6200 3931 3931
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RNAV (GPS) RWY 8

ALLIANCE MUNI (AIA)

A If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

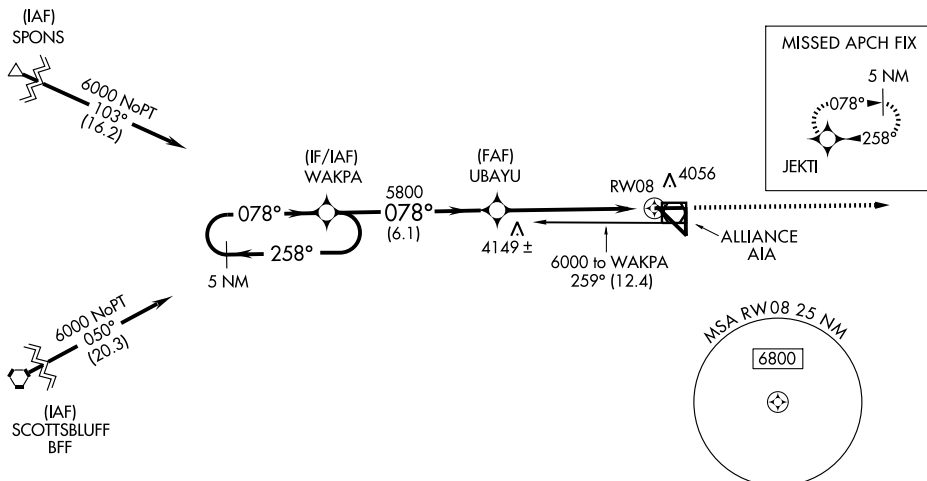
MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at BFF VORTAC via V524 northwest bound.

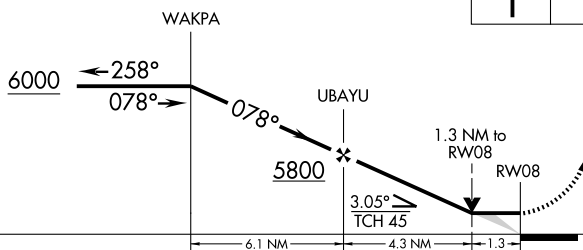


5749 **A** 5749

5 NM
Holding Pattern

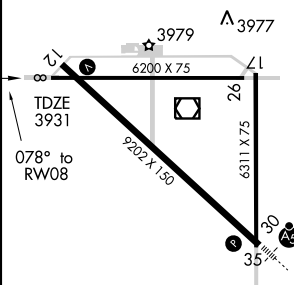
5700

JEKTI



CATEGORY	A	B	C	D
RNAV MDA	4400-1	469 (500-1)	4400-1½ 469 (500-1½)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)

ELEV 3931



REIL Rwy 12 **0**

MIRL Rwy 8-26 and 12-30 **0**

WAAS CH 61202 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	9202 3930 3931
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RNAV (GPS) RWY 12

ALLIANCE MUNI (A1A)

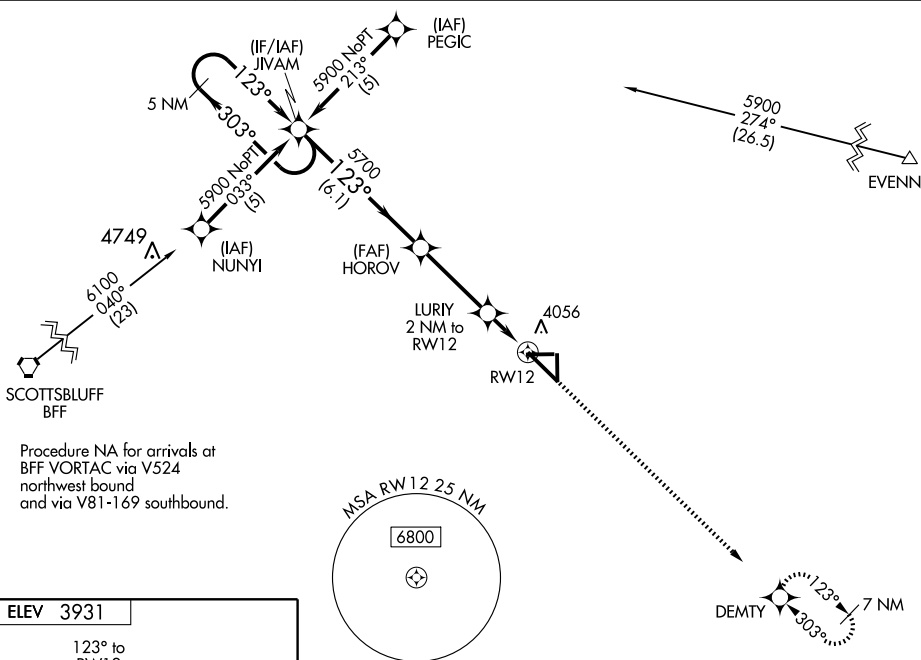
▲ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6100
direct DEMTY and hold.

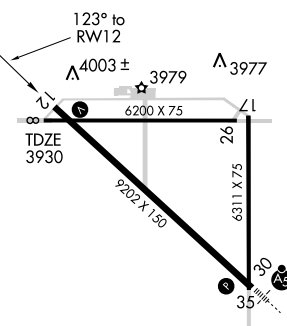
ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



ELEV 3931



REIL Rwy 12 0
MIRL Rwy 8-26 and 12-30 0

5 NM Holding Pattern		JIVAM	HOROV	6100 DEMTY	
5900		303°	123°	* LURIY 2 NM to RWY 12	
5700		123°	4600	* 1.1 NM to RWY 12	
GS 3.00° TCH 39		6.1 NM	3.4 NM	0.9	1.1
CATEGORY	A	B	C	D	
LPV DA	4180-1		250 (300-1)		
LNAV/VNAV DA	4273-1¼		343 (400-1¼)		
LNAV MDA	4320-1		390 (400-1)		4320-1¼ 390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)	

APP CRS	Rwy Idg	6200
258°	TDZE	3927
	Apt Elev	3931

RNAV (GPS) RWY 26

ALLIANCE MUNI (AIA)

A all MDAS 100 feet. DME/DME RNP-0.3 NA. VDF NA when using Scosbion altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) **L**

MISSED APCH FIX

WAKPA

(IAF)
EVENN

5700 NoPT
230°
(10.2)
A
4555

MSA RW 26 25 NM

6800

ELEV 3931

258° to

6000	WAKPA
------	-------

5 NM
Holding Pattern

REIL Rwy 12 **L**
MIRL Rwy 8-26 and 12-30 **L**

ALLIANCE MUNI (AIA)

RNAV (GPS) RWY 26

ALLIANCE, NEBRASKA
Orig 08269

42°03'N-102°48'W

WAAS CH 82102 W30A	APP CRS 303°	Rwy Idg TDZE Apt Elev	9202 3927 3931
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RNAV (GPS) RWY 30

ALLIANCE MUNI (AIA)

⚠ Circling to Rwy 8 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Scottsbluff altimeter setting. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LNAV/VNAV Cats A, B, C and LNAV Cats C, D visibility ¼ mile, increase Circling Cat C ½ mile and Cat D ¼ mile.



MALSR

MISSED APPROACH:
Climb to 5900 direct JIVAM and hold.

ASOS

135.075

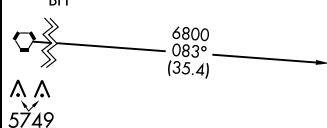
DENVER CENTER

127.95 338.2

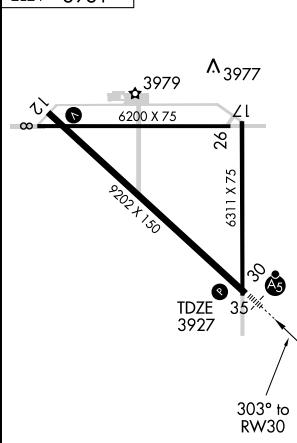
UNICOM

123.0 (CTAF) 0

MISSED APCH FIX

SCOTTSBLUFF
BFF

ELEV 3931



REIL Rwy 12 0

MIRL Rwy 8-26 and 12-30 0

5900 JIVAM		*LNAV only		7 NM Holding Pattern	
ZUNUB 2.4 NM to RW30		EBEBY 5600		DEMTY 6100	
*1.3 NM to RW30		*4740		123° → 6100	
RW30		5600		← 303°	
1.3		1.1		2.6 NM	
CATEGORY		A		B	
LPV DA		4127-½		200 (200-½)	
LNAV/VNAV DA		4221-½		294 (300-½)	
LNAV MDA		4400-½		473 (500-½)	
CIRCLING		4400-1		4520-1½	
		469 (500-1)		589 (600-1½)	
		4500-1		4520-2	
		569 (600-1)		589 (600-2)	

VOR/DME AIA 111.8 Chan 55	APP CRS 111°	Rwy Idg TDZE Apt Elev	9202 3928 3929
-----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

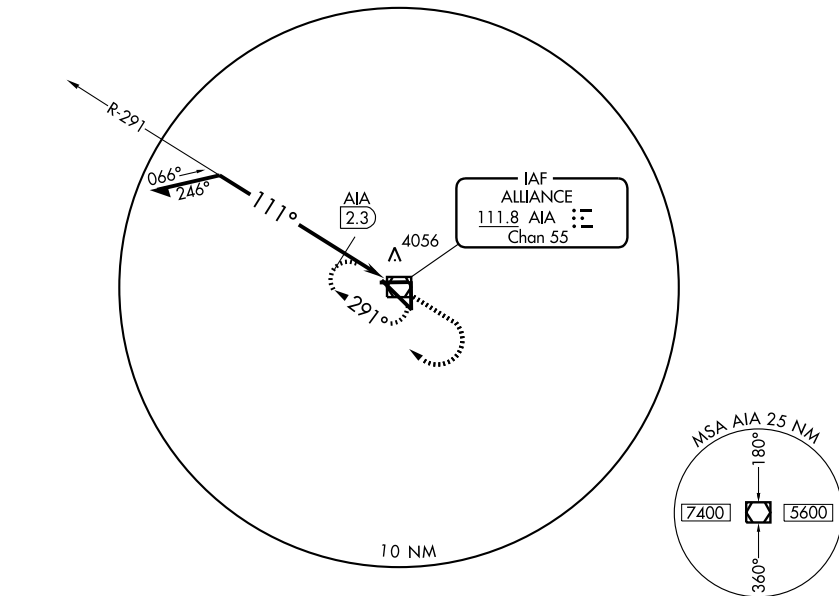
VOR RWY 12
ALLIANCE MUNI (AIA)

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

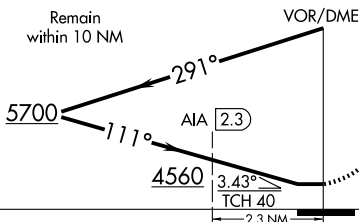
UNICOM
123.0 (CTAF) **1**



NC-2, 23 SEP 2010 to 21 OCT 2010

5749 Δ Δ 5749

Remain within 10 NM

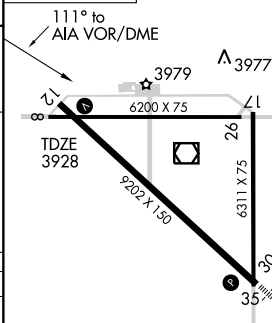


5700

AIA
 \square
111.8

VGSI and Descent Angle not coincident.

ELEV 3929



REIL Rwy 12 **1**
MRL Rwy 8-26 and 12-30 **1**

CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1 632 (700-1 3/4)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1 631 (700-1 3/4)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1 452 (500-1 1/4)	4380-1 452 (500-1 1/2)
CIRCLING	4420-1 491 (500-1)		4420-1 491 (500-1 1/2)	4480-2 551 (600-2)

Knots	60	90	120	150	180
Min:Sec					

VOR/DME AIA
111.8
Chan **55**

APP CRS
314°

Rwy Idg **9202**
TDZE **3927**
Apt Elev **3931**

VOR RWY 30
ALLIANCE MUNI (AIA)

▲ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

MALSR

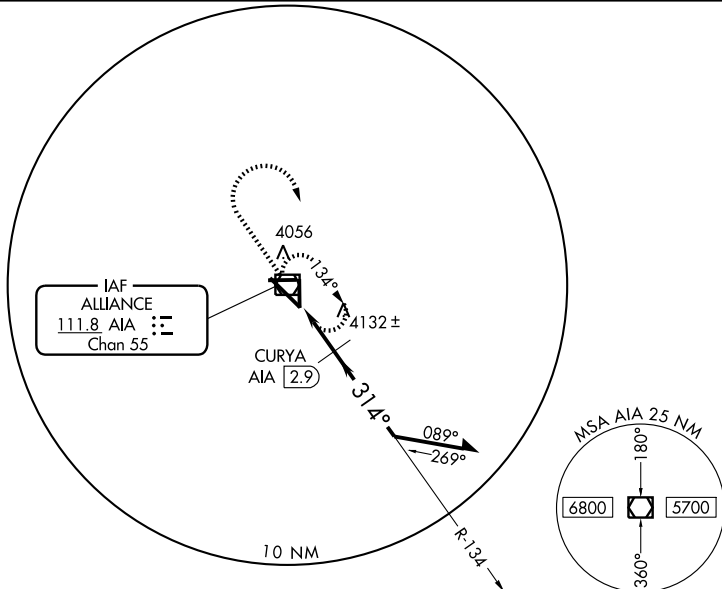


MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



5749 **▲** 5749

5700



AIA
111.8

VOR/DME

Remain
within 10 NM

134°
AIA 2.3 CURYA 2.9
314° 5600
4540*

* 4640 when using
Scottsbluff altimeter
setting.

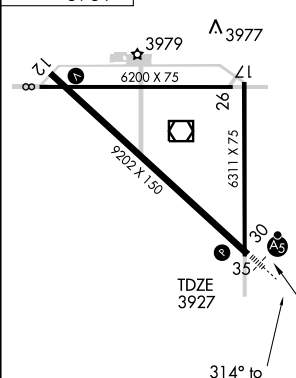
1.4 NM 0.6 NM

CATEGORY	A	B	C	D
S-30	4540-3/4	613 (700-3/4)	4540-1 1/4 613 (700-1 1/4)	4540-1 1/2 613 (700-1 1/2)
CIRCLING	4540-1	609 (700-1)	4540-1 3/4 609 (700-1 3/4)	4540-2 609 (700-2)

CURYA FIX MINIMUMS

S-30	4400-3/4	473 (500-3/4)	4400-1 473 (500-1)
CIRCLING	4400-1	469 (500-1)	4400-1 1/2 509 (600-1 1/2)
			4500-2 569 (600-2)

ELEV 3931



REIL Rwy 12 0

MIRL Rwy 8-26 and 12-30 0

Knots	60	90	120	150	180
Min:Sec					

ARAPAHOE MUNI (37V) 2 N UTC-6(-5DT) N40°20.37' W99°54.39'

2270 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3000X50 (ASPH) LIRL

RWY 33: Road.

AIRPORT REMARKS: Attended 1500-0200Z+. 24 hr self svc fuel avbl via credit card system.

COMMUNICATIONS: CTAF 122.9

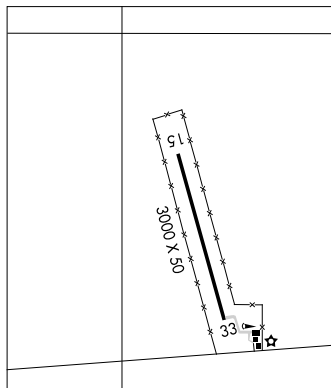
RADIO AIDS TO NAVIGATION: NOTAM FILE MCK.

McCOOK (H) VORW/DME 115.3 MCK Chan 100 N40°12.23'

W100°35.65' 067° 32.6 NM to fld. 2571/8E.

OMAHA

L-10H



ATKINSON

STUART-ATKINSON MUNI (8V2) 3 NW UTC-6(-5DT) N42°33.75' W99°02.27'

2130 B FUEL 100LL NOTAM FILE OLU

RWY 11-29: H4040X50 (ASPH) S-4 LIRL

RWY 29: Thld displcd 140'. Road.

RWY 05-23: 3000X100 (TURF)

RWY 05: Railroad.

RWY 23: Road.

AIRPORT REMARKS: Unattended. For fuel call 402-925-5527 or 402-340-0388. Rwy 05-23 narrowed to 100', centerline stayed the same. Rwy 05-23 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

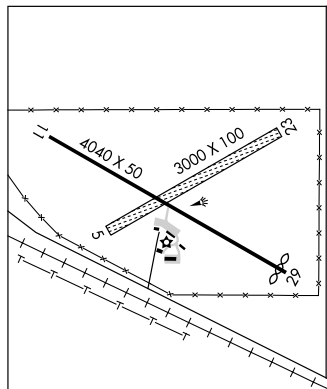
O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 280° 16.5 NM to fld. 2030/10E. HIWAS.

OMAHA

L-12H

IAP



APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

GPS RWY 29

ATKINSON/STUART-ATKINSON MUNI (8V2)

▼ Use O'Neill altimeter setting.
 ▲ NA

MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.

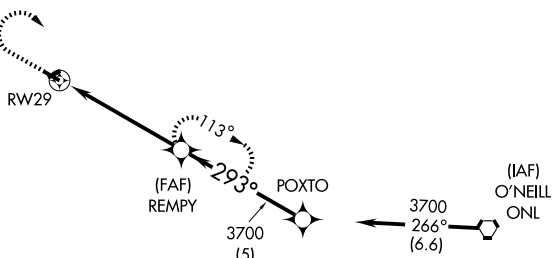
MINNEAPOLIS CENTER
128.0 385.5

CTAF
122.9

2569
 ▲

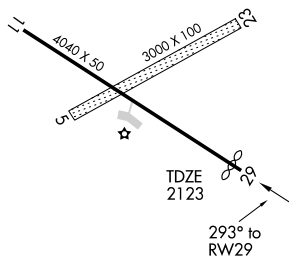
MSA RW 29 2.5 NM

5100



ELEV 2128

Rwy 29 Idg 3900'



	3700	REMPY		
			REMPY	POXTO
			293°	3700
			3700	Procedure Turn NA
	5 NM		5 NM	
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

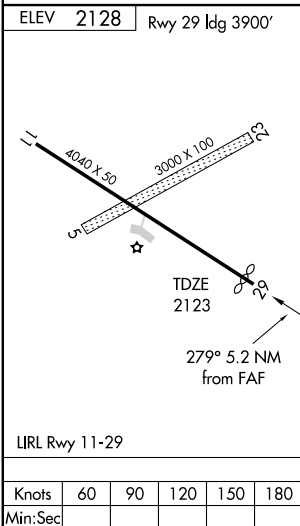
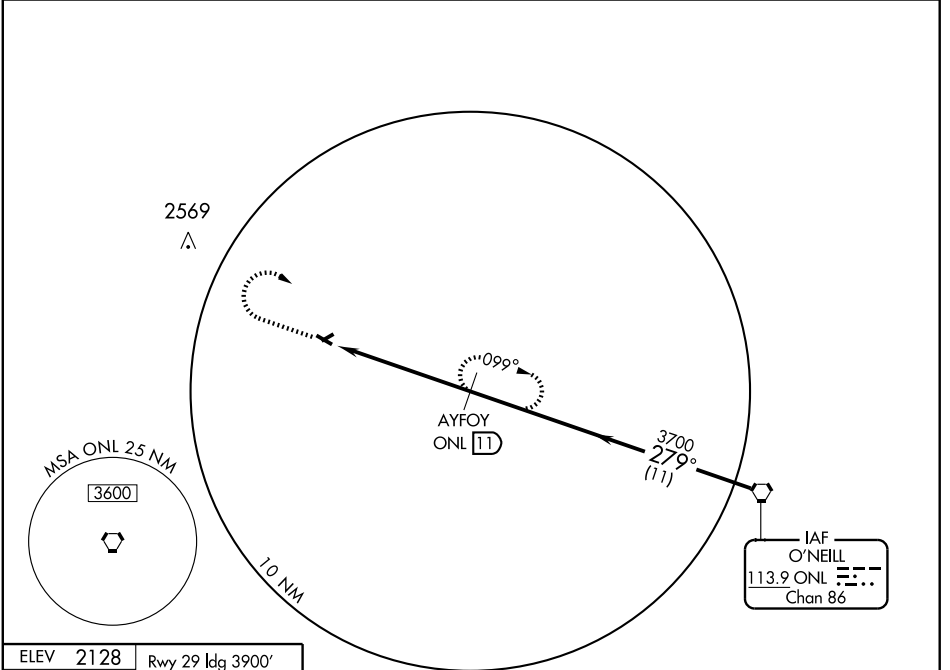
URL RWY 11-29

VORTAC ONL 113.9 Chan 86	APP CRS 279°	Rwy ldg TDZE 2123 Apt Elev 2128
----------------------------------------------	------------------------	-----------------------------------------------------

VOR/DME RWY 29

ATKINSON/STUART-ATKINSON MUNI (8V2)

<p>▼ Use O'Neill altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.</p>
<p>MINNEAPOLIS CENTER 128.0 385.5</p>	<p>CTAF 122.9</p>



3700	ONL R-279	AYFOY ONL 11	AYFOY ONL 11	VORTAC
				Procedure Turn NA
ONL 16.2	279°	3700	279°	3700
	5.2 NM	11 NM		
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

AUBURN

FARINGTON FLD (KØ1) 3 E UTC-6(-5DT) N40°23.25' W95°47.35'

OMAHA

932 B FUEL 100LL TPA-1932(1000) NOTAM FILE OLU

RWY 16-34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02-20: 1600X80 (TURF)

RWY 02: Tree.

RWY 20: Thld dsplcd 200'. Tree.

AIRPORT REMARKS: Unattended. For svc after hours call 402-274-4093. Rwy 02-20 and Rwy 16-34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16-34 0400-1200Z±-CTAF.

COMMUNICATIONS: CTAF 122.9

AURORA MUNI-AL POTTER FLD (AUH) 2 N UTC-6(-5DT) N40°53.65' W97°59.67'

OMAHA

1803 B S4 FUEL 100LL NOTAM FILE AUH

L-101

RWY 16-34: H4301X75 (ASPH) S-5 MIRL

IAP

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Road.

RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±.

WEATHER DATA SOURCES: AWOS-3 121.225 (402) 694-5472.

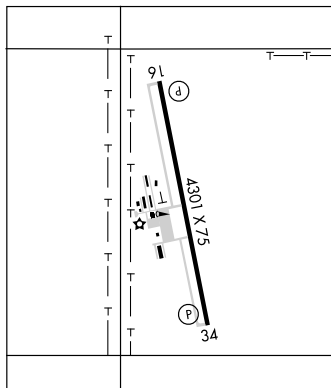
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04'

W98°18.89' 103° 15.5 NM to fld. 1840/7E.



BASSETT

ROCK CO (RBE) 2 SW UTC-6(-5DT) N42°34.27' W99°34.17'

OMAHA

2349 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 13-31: H4699X75 (CONC) S-4 MIRL

IAP

RWY 13: PAPI (P2L)-GA 3.0° TCH 40'. Road.

RWY 31: PAPI (P2L)-GA 3.0° TCH 40'.

RWY 02-20: 2202X120 (TURF)

RWY 02: Pole.

RWY 20: Road.

AIRPORT REMARKS: Unattended. For fuel call 684-3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31-122.8.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

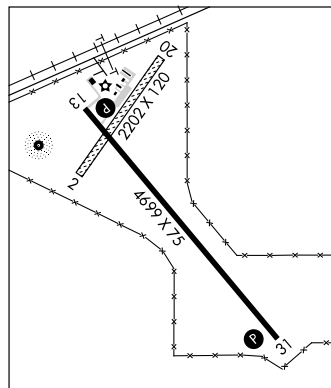
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 081° 18.7 NM to fld. 2582/9E. HIWAS.

NDB (MHW) 341 RBE N42°34.42' W99°34.67' at fld.

NOTAM FILE OLU.



WAAS CH 77809 W16A	APP CRS 163°	Rwy Idg 4301 TDZE 1803 Apt Elev 1803
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 16
AURORA MUNI-AL POTTER FIELD (AUH)

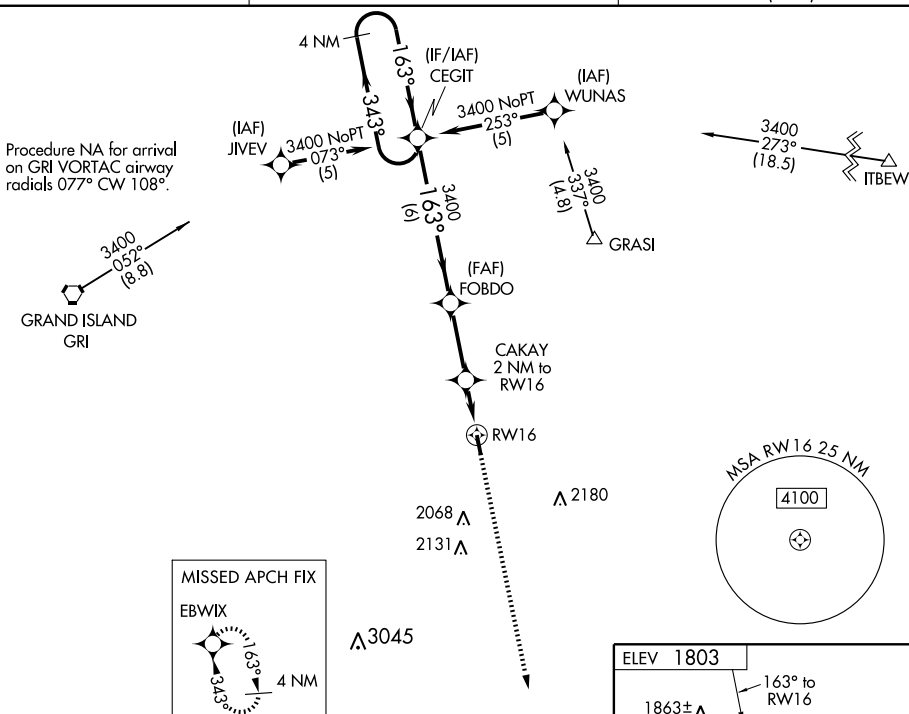
▼ Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH:
Climb to 3400 direct
EBWIX and hold

AWOS-3
121.225

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)

4 NM
Holding Pattern

3400
GS 3.00°
TCH 40

MISSED APCH FIX

FRWI



Λ 3045

2068 Δ
2131 Δ

Δ 2180

MSA RW 16 25 NM

4100

FILED 1803

1863±Λ

1000

TDZE

1000

1000

1000

100

100

185

1000

100

100

1000

1000

1000

MIRL Rwy 16-3

A MUNI-AI

NAV (C

12/1/2011

AURORA, NEBRASKA

Amdt 1 08269

AURORA MUNI-AI POTTER FIELD (AUH)

40°54'N-98°00'W

RNAV (GPS) RWY 16

WAAS CH 87009 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	4301 1801 1803
----------------------------------------	------------------------	-----------------------------	-------------------------------------------

RNAV (GPS) RWY 34

AURORA MUNI-AL POTTER FIELD (AUH)

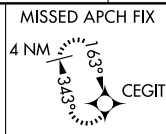
▼ Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH:
Climb to 3400 direct CEGIT and hold.

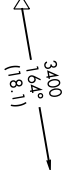
AWOS-3
121.225

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



GRASI



Procedure NA for arrivals at GRASI via V220 northeast bound.

2190 Δ

RW34

Δ 2180

2068 Δ

2131 Δ

(FAF) AVUYU

2009 \pm

3045 Δ

3400

(6)

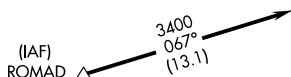
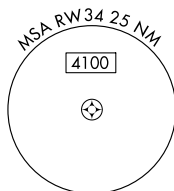
(IF) EBWIX

3400

257°

(5.1)

(IAF) IVEHO



ELEV 1803

91

①

1852 \pm

400 X 75

②

③

④

⑤

⑥

⑦

⑧

⑨

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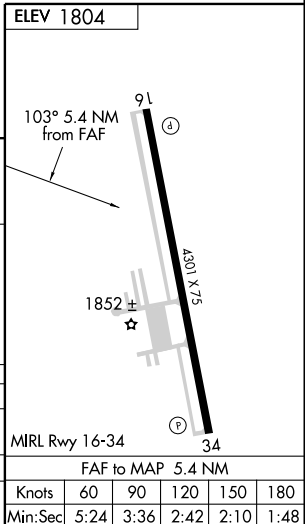
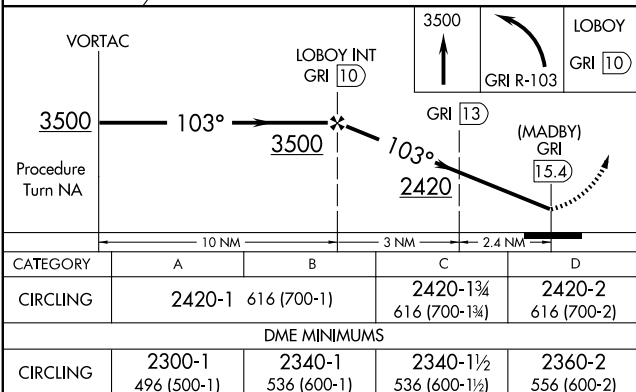
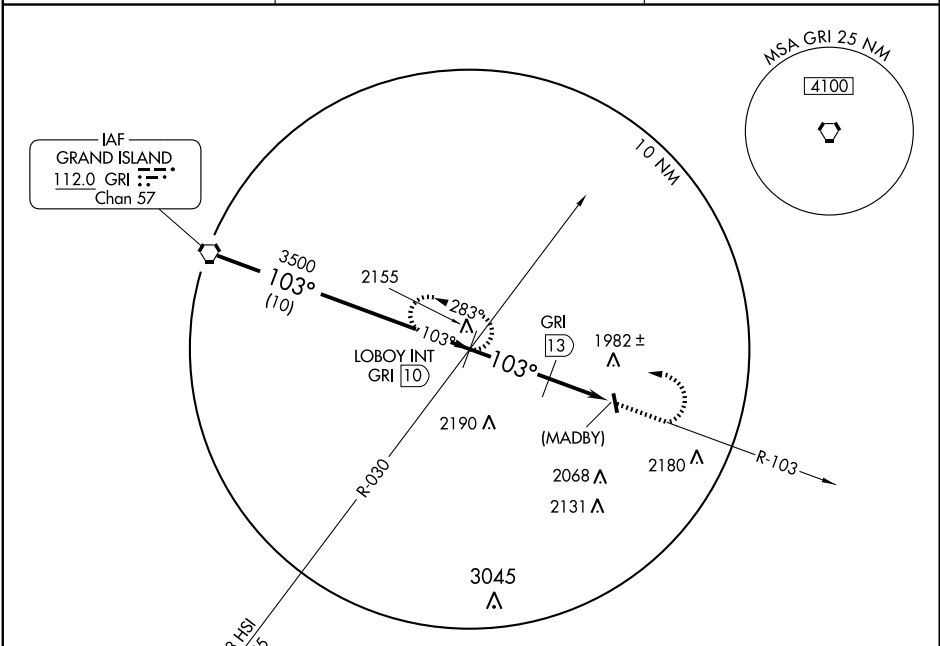
VORTAC GRI 112.0	APP CRS 103°	Rwy Idg TDZE	N/A
Chan 57		Apt Elev	1804

VOR-A

AURORA MUNI-AL POTTER FIELD (AUH)

	MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.
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AWOS-3 121.225	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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AUBURN

FARINGTON FLD (KØ1) 3 E UTC-6(-5DT) N40°23.25' W95°47.35'

OMAHA

932 B FUEL 100LL TPA-1932(1000) NOTAM FILE OLU

RWY 16-34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02-20: 1600X80 (TURF)

RWY 02: Tree.

RWY 20: Thld dsplcd 200'. Tree.

AIRPORT REMARKS: Unattended. For svc after hours call 402-274-4093. Rwy 02-20 and Rwy 16-34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16-34 0400-1200Z±-CTAF.

COMMUNICATIONS: CTAF 122.9

AURORA MUNI-AL POTTER FLD (AUH) 2 N UTC-6(-5DT) N40°53.65' W97°59.67'

OMAHA

1803 B S4 FUEL 100LL NOTAM FILE AUH

L-101

RWY 16-34: H4301X75 (ASPH) S-5 MIRL

IAP

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Road.

RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±.

WEATHER DATA SOURCES: AWOS-3 121.225 (402) 694-5472.

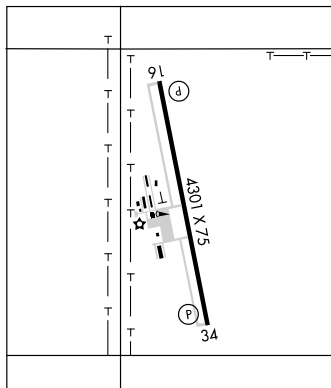
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04'

W98°18.89' 103° 15.5 NM to fld. 1840/7E.



BASSETT

ROCK CO (RBE) 2 SW UTC-6(-5DT) N42°34.27' W99°34.17'

OMAHA

2349 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 13-31: H4699X75 (CONC) S-4 MIRL

IAP

RWY 13: PAPI (P2L)-GA 3.0° TCH 40'. Road.

RWY 31: PAPI (P2L)-GA 3.0° TCH 40'.

RWY 02-20: 2202X120 (TURF)

RWY 02: Pole.

RWY 20: Road.

AIRPORT REMARKS: Unattended. For fuel call 684-3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31-122.8.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

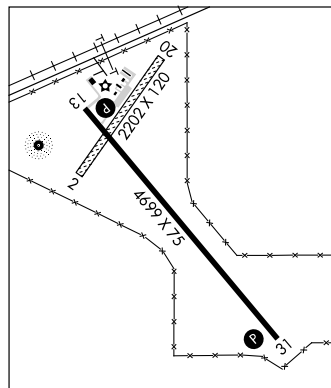
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 081° 18.7 NM to fld. 2582/9E. HIWAS.

NDB (MHW) 341 RBE N42°34.42' W99°34.67' at fld.

NOTAM FILE OLU.



NDB RBE 341	APP CRS 305°	Rwy Idg TDZE Apt Elev	4699 2349 2349
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NDB RWY 31

BASSETT/ROCK COUNTY (RBE)

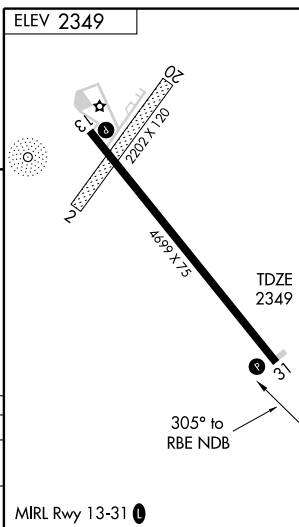
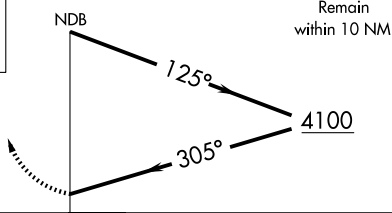
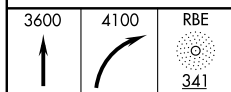
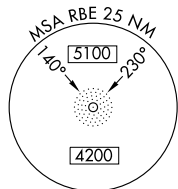
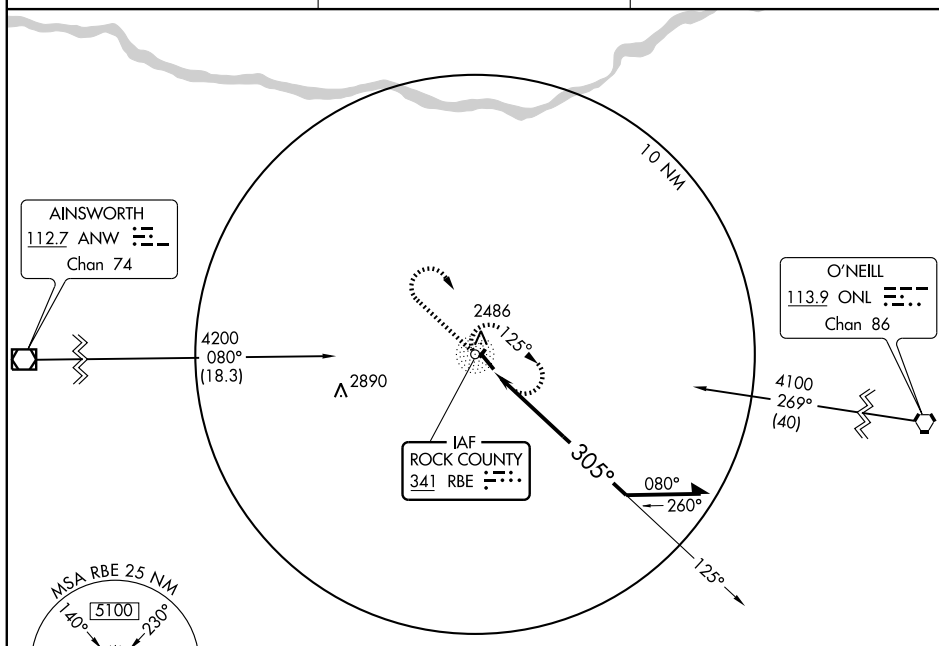
▼ Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 2-20. When VGSI inoperative, Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 3600 then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER
127.95 338.2

CTAF
122.9

122.8 0



CATEGORY	A	B	C	D
S-31	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	
CIRCLING	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	

MIRL Rwy 13-31 0

WAAS CH 69317 W31A	APP CRS 313°	Rwy Idg 4699 TDZE 2349 Apt Elev 2349
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 31

BASSETT/ROCK COUNTY (RBE)

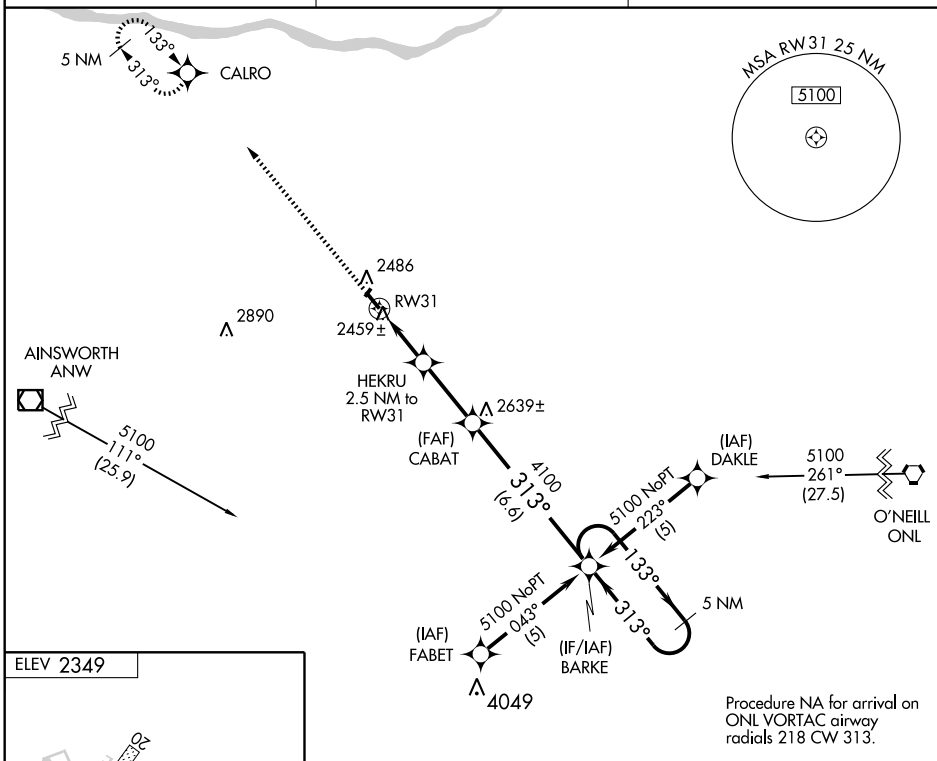
▼ When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet. Circling NA to Rwy 2-20.

MISSED APPROACH: Climb to 4600 direct CALRO and hold.

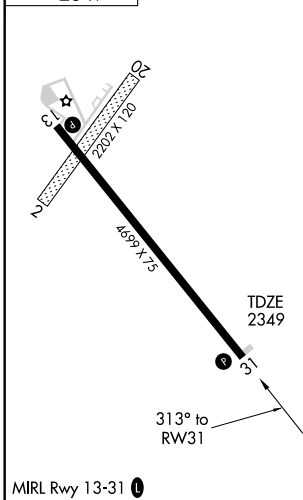
DENVER CENTER
127.95 338.2

CTAF
122.9

122.8 0



ELEV 2349



CATEGORY	A	B	C	D
LPV DA	2676-1¼	327 (400-1¼)	NA	NA
LNNAV/VNAV DA	2806-1¾	457 (500-1¾)	NA	NA
LNNAV MDA	2840-1	491 (500-1)	NA	NA
CIRCLING	2920-1	571 (600-1)	NA	NA

BEATRICE MUNI (BIE) 3 N UTC-6(-5DT) N40°18.08' W96°45.25'
 1324 B S2 **FUEL** 100LL, JET A TPA-2324(1000) NOTAM FILE BIE
 RWY 17-35: H5602X100 (ASPH-CONC) S-30, D-43 MIRL 0.3% up N
 RWY 35: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.
 RWY 13-31: H4401X100 (ASPH) S-30, D-43 MIRL
 RWY 13: ODALS. RWY 31: REIL.

AIRPORT REMARKS: Attended 1300-0100Z. Winter hrs 1300-0000Z.
 For svc after hrs call 402-223-5105 or 402-520-0856. 24 hrs
 self svc fuel avbl via credit card system and for Jet A fuel svc after
 hrs call 402-223-5105 or 402-520-0856. Rwy 17 is designated
 as the calm wind rwy. ACTIVATE MALSR Rwy 35 and ODALS Rwy
 13—CTAF. REIL Rwy 31 on req. ODALS Rwy 13 dalgt hrs on req,
 after dusk—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.325 BIE (402) 228-3229.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (COLUMBUS RADIO)

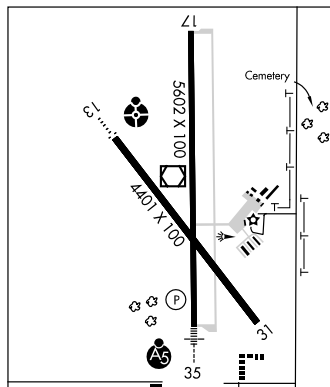
Ⓡ MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 279° 25.9 NM to fld. 1360/5E. HIWAS.

(T) VORW/DME 110.6 BIE Chan 43 N40°18.09' W96°45.28'
 at fld. NOTAM FILE BIE.



BEKLOF N40°35.40' W97°34.08' NOTAM FILE OLU.

NDB (MHW) 392 FMZ at Fairmont State Airfield.

OMAHA

L-101

BENKELMAN

JONES (42V) 1 NW UTC-7(-6DT) N40°03.48' W101°32.81'

3126 **FUEL** 100LL, JET A NOTAM FILE OLU

RWY 15-33: H3500X25 (CONC)

RWY 15: Road. RWY 33: Thld dsplcd 1000'.

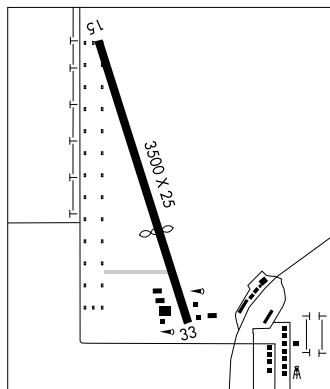
AIRPORT REMARKS: Attended dalgt hrs. Fuel for emerg use only. New
 crosswind rwy under construction W of Rwy 15-33.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 220°37.2 NM to fld. 3010/11E.



CHEYENNE

L-10G

APP CRS **136°**
 Rwy Idg **4401**
 TDZE **1319**
 Apt Elev **1324**

AL-936 (FAA)

RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.



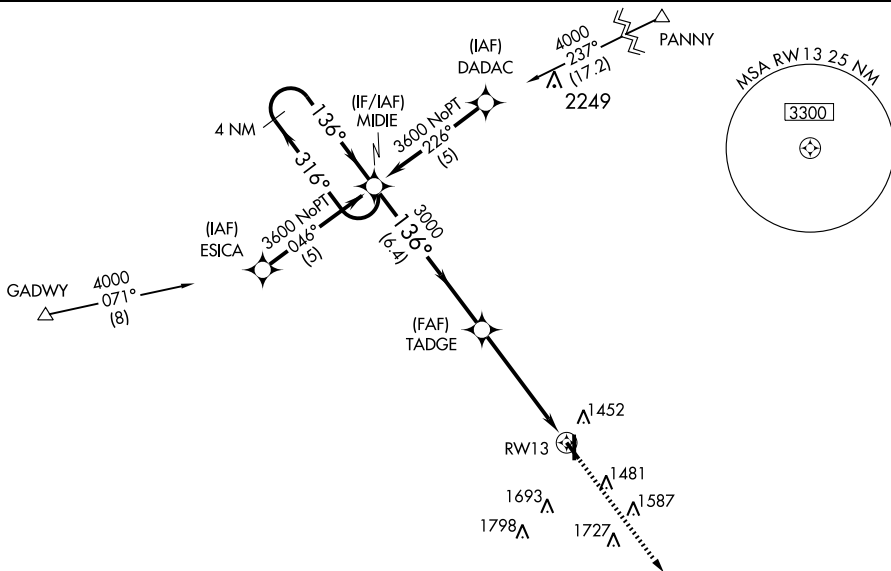
MISSED APPROACH: Climb to 3600 direct WIBOT WP and hold.

AWOS-3
125.325

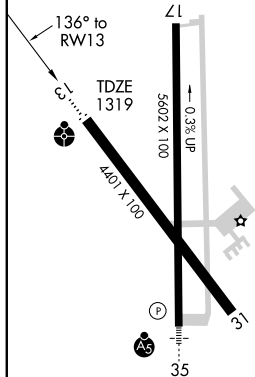
MINNEAPOLIS CENTER
126.4 317.7

COLUMBUS RADIO
122.5

UNICOM
122.8 (CTAF)



ELEV 1324



MRL Rwy 13-31
 and 17-35
 REIL Rwy 31



Diagram Labels: 4 NM Holding Pattern, 3600, 316°, 136°, MIDIE, TADGE, 3000, 136°, 3.05°, TCH 45, 1.2 NM to RW13, RW13, 1.2.

CATEGORY	A	B	C	D
LNAV MDA	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

RNAV (GPS) RWY 17

BEATRICE MUNI (BIE)

▲ If local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3
125.325

MINNEAPOLIS CENTER
126.4 317.7

COLUMBUS RADIO
122.5

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at VACUS via V61 westbound.

(IAF) VACUS

3900 NoPT
077°
(8.6)

4 NM

173°

353°

2249

(6.1)

3000

173°

(FAF) ZABRA

1452

RW17

1693

1798

1481

1587

1727

3900 NoPT
225°
(14.9)

(IAF) PANNY

MSA RW17 25 NM

3300

ELEV 1324

173° to RW17

TDZE 1324

5602 X 100

0.3% UP

4401 X 100

35

REIL Rwy 31

MIRL Rwy 13-31 and 17-35

MISSED APCH FIX

DELQY

173°

353°

4 NM

4 NM Holding Pattern

HAMUL

3900

353°

173°

173°

3000

3.04°

TCH 45

6.1 NM

3.9 NM

1.2

1.2 NM to RW17

RW17

3600

DELQY

CATEGORY

A

B

C

D

LNVA MDA

1760-1 436 (500-1)

1760-1¼ 436 (500-1¼)

1760-1½ 436 (500-1½)

1820-1 496 (500-1)

1820-1½ 496 (500-1½)

2060-2¼ 736 (800-2¼)

CIRCLING

1760-1 436 (500-1)

1820-1 496 (500-1)

2060-2¼ 736 (800-2¼)

APP CRS 316°	Rwy Idg 1311	4401
	Apt Elev 1324	

AL-936 (FAA)

RNAV (GPS) RWY 31

BEATRICE MUNI (BIE)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

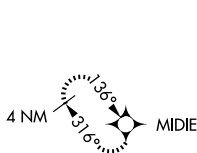
MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.

AWOS-3
125.325

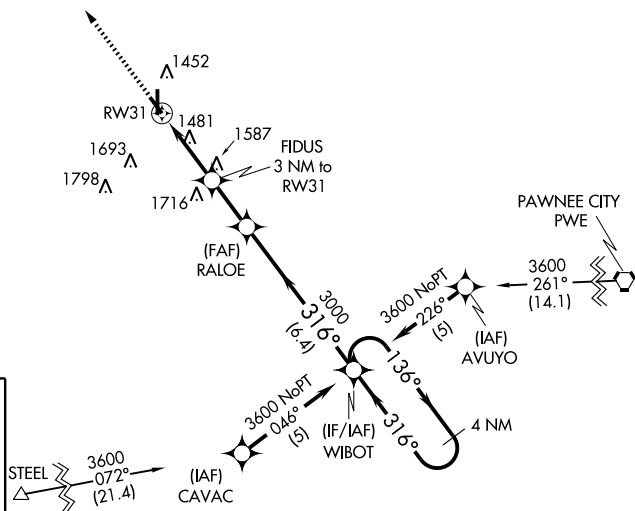
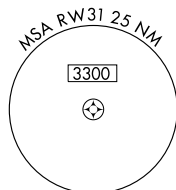
MINNEAPOLIS CENTER
126.4 317.7

COLUMBUS RADIO
122.5

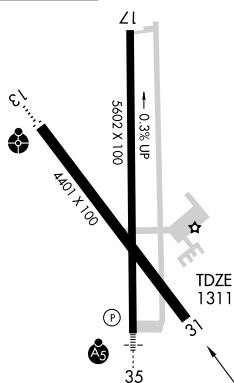
UNICOM
122.8 (CTAF)



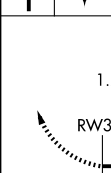
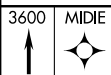
2249



ELEV 1324



MIRL Rwy 13-31
and 17-35
REIL Rwy 31



3600 MIDIE

3600 MIDIE

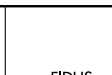
3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE



3600 MIDIE

3600 MIDIE

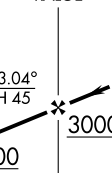
3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE



3600 MIDIE

3600 MIDIE

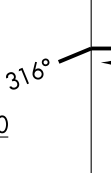
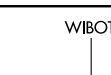
3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE



3600 MIDIE

3600 MIDIE

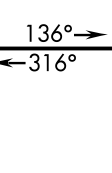
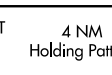
3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE



3600 MIDIE

3600 MIDIE

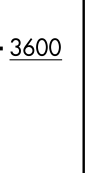
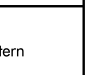
3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE



3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

3600 MIDIE

WAAS CH 61099 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	5602 1307 1324
----------------------------------------	------------------------	-----------------------------	-------------------------------------------

RNAV (GPS) RWY 35

BEATRICE MUNI (BIE)

▲ If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.



MISSED APPROACH:
Climb to 3900 direct
HAMUL and hold.

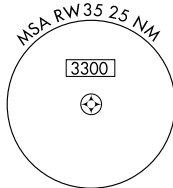
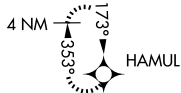
AWOS-3
125.325

MINNEAPOLIS CENTER
126.4 317.7

COLUMBUS RADIO
122.5

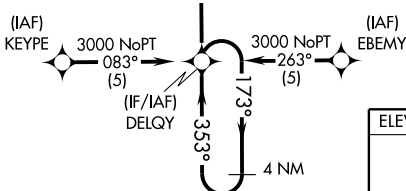
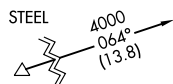
UNICOM
122.8 (CTAF)

MISSED APCH FIX

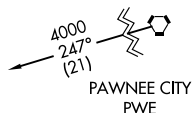


▲2118

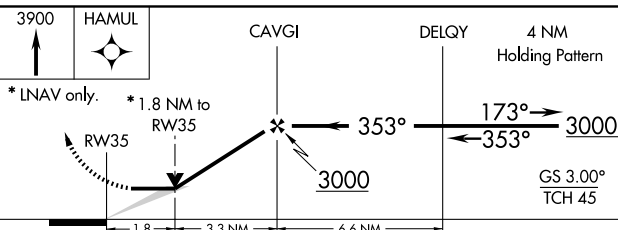
Procedure NA for arrivals at
STEEL on V532 southbound,
V216 westbound.



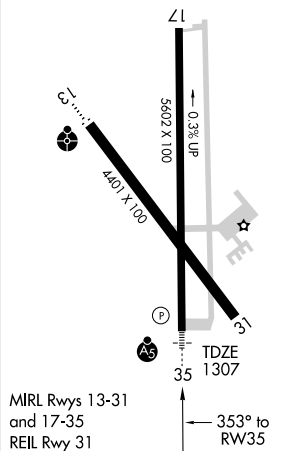
Procedure NA for arrivals at
PWE VORTAC on airways
radials 189 CW 292.



ELEV 1324



CATEGORY	A	B	C	D
LPV DA	1557- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/ VNAV DA	1796-1 $\frac{1}{4}$	489 (500-1 $\frac{1}{4}$)		
LNAV MDA	1920- $\frac{3}{4}$ 613 (700- $\frac{3}{4}$)	1920-1 $\frac{1}{4}$ 613 (700-1 $\frac{1}{4}$)	1920-1 $\frac{1}{2}$ 613 (700-1 $\frac{1}{2}$)	
CIRCLING	1920-1 $\frac{3}{4}$ 596 (600-1 $\frac{3}{4}$)		2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)	



VOR/DME BIE 110.6 Chan 43	APP CRS 133°	Rwy Idg 4401 TDZE 1319 Apt Elev 1324
-----------------------------------------------	------------------------	-----------------------------------------------------------------

VOR RWY 13
BEATRICE MUNI (BIE)

T Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile, and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

ODALS

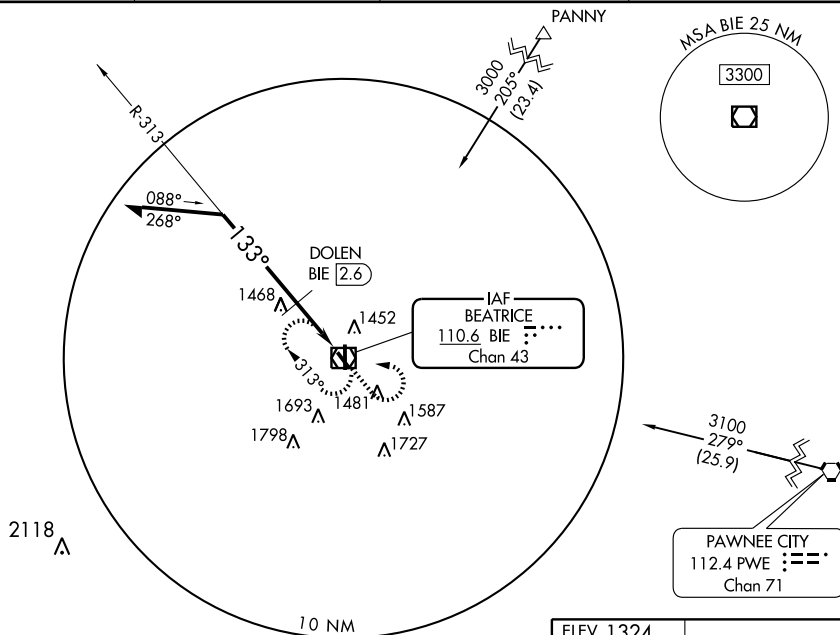
MISSED APPROACH:
Climb to 3000 then left
turn direct BIE
VOR/DME and hold.

AWOS-3
125.325

MINNEAPOLIS CENTER
126.4 317.7

COLUMBUS RADIO
122.5

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

VOR/DME

3000

BIE

* 2100 when using Lincoln altimeter setting.

ELEV 1324

133° to
VOR/DME

3000

DOLE

6

33°

← 1 nm → ← 1.3 → ← 0.3 →

CATEGORY	A	B	C	D
S-13	2000- $\frac{3}{4}$	681 (700- $\frac{3}{4}$)	2000-2 681 (700-2)	2000-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$)
CIRCLING	2000-1	676 (700-1)	2000-2 676 (700-2)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)
DOLEN FIX MINIMUMS				
S-13	1760- $\frac{3}{4}$	441 (500- $\frac{3}{4}$)	1760-1 $\frac{1}{4}$ 441 (500-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 441 (500-1 $\frac{1}{2}$)
CIRCLING	1820-1	496 (500-1)	1820-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)

MIRL Rwys 13-31 and 17-35
REIL Rwy 31

BEATRICE, NEBRASKA
Amdt 17 10266

40°18'N-96°45'W

BEATRICE MUNI (BIE)
VOR RWY 13

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

VOR/DME BIE 110.6 Chan 43	APP CRS 176°	Rwy ldg 5602 TDZE 1324 Apt Elev 1324
-----------------------------------------------	------------------------	-----------------------------------------------------------------

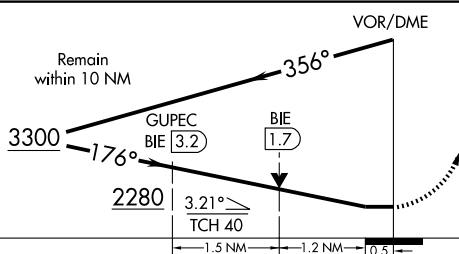
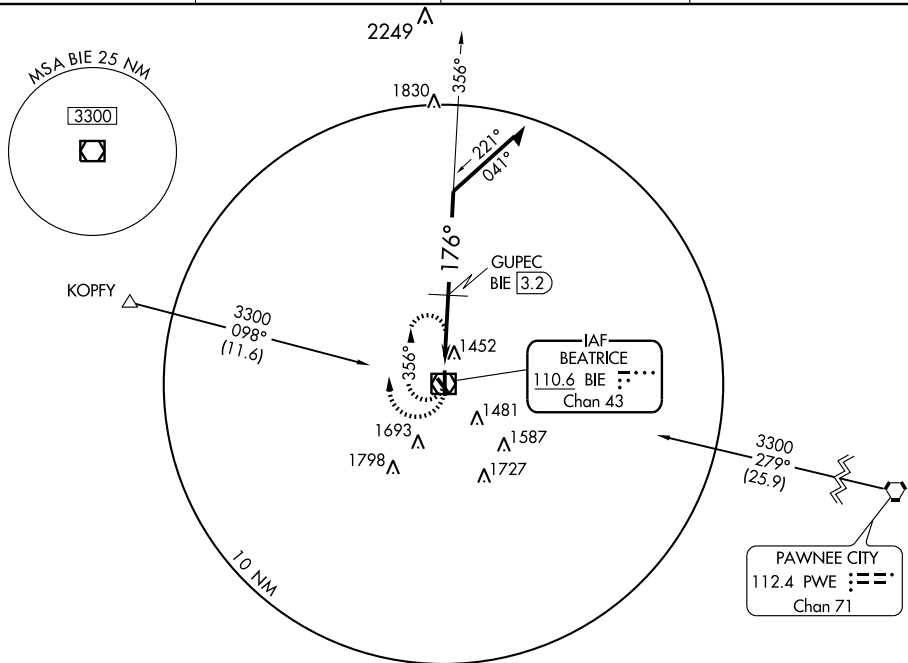
VOR RWY 17

BEATRICE MUNI (BIE)

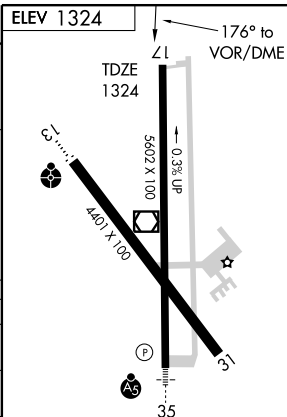
V When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

AWOS-3 125.325	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
GUPEC FIX MINIMUMS				
S-17	1760-1 436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)	
CIRCLING	1820-1 496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)	



REIL Rwy 31
MIRL Rwy 13-31 and 17-35


VOR/DME BIE
110.6
Chan **43**

APP CR
345°

Rwy Idg	5602
TDZE	1307
Apt Elev	1324

VOR RWY 35
BEATRICE MUNI (BIE)

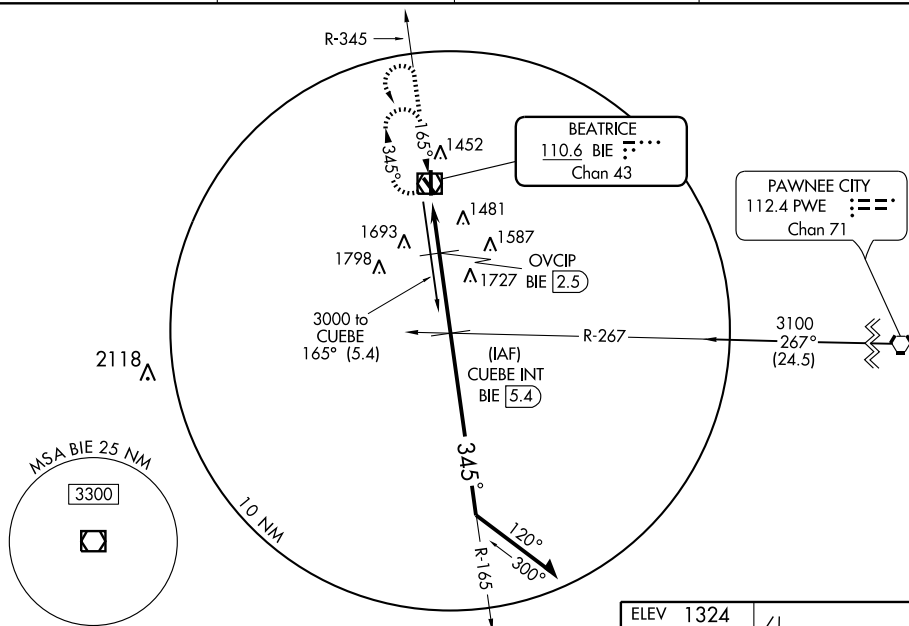
T For inoperative MALSRS, increase S-35 Cats A and B visibility to 1. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ½ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ¼ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALSRS, increase S-35 Cats A/B visibility to 1. For inoperative MALSRS when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.</p>
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AWOS-3
125.325

MINNEAPOLIS CENTER
126.4 317.7

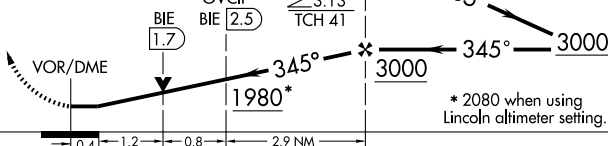
COLUMBUS RADIO
122.5

UNICOM
122.8 (CTAF) **L**

3000		BIE 
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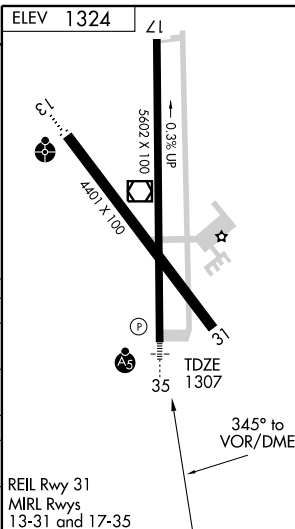
CUEBE INT
BIE 5.4

Remain
within 10 NM



* 2080 when using
Lincoln altimeter setting.

CATEGORY	A	B	C	D
S-35	1980- $\frac{3}{4}$ 673 (700- $\frac{3}{4}$)		1980-1 $\frac{1}{2}$ 673 (700-1 $\frac{1}{2}$)	1980-1 $\frac{3}{4}$ 673 (700-1 $\frac{3}{4}$)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)
OVCP FIX MINIMUMS				
S-35	1740- $\frac{3}{4}$ 433 (500- $\frac{3}{4}$)			1740-1 433 (500-1)
CIRCLING	1820-1 496 (500-1)		1820-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)

BEATRICE, NEBRASKA
Amdt 8 10266

BEATRICE MUNI (BIE)
VOR RWY 35

40°18'N-96°45'W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

BLAIR MUNI (BTA) 7 S UTC-6(-5DT) N41°25.89' W96°06.54'

OMAHA

1325 B FUEL 100LL, Jet A NOTAM FILE BTA.

L-121

RWY 13-31: H4200X100 (CONC) S-25 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended on call. For svc call 402-493-1530 or 426-4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402-426-4191. ACTIVATE MIRL Rwy 13-31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (402) 426-0448.

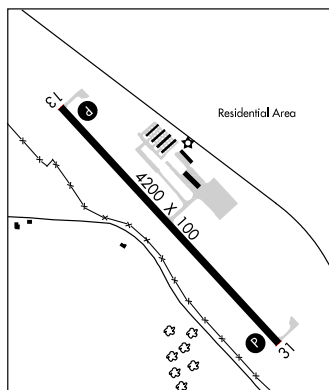
COMMUNICATIONS: CTAF 122.9

® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 304° 22.4 NM to fld. 1300/8E. HIWAS.



BLOOMFIELD MUNI (84Y) 2 SW UTC-6(-5DT) N42°34.78' W97°40.42'

OMAHA

1673 B NOTAM FILE OLU

RWY 14-32: H2700X50 (ASPH) LIRL

RWY 14: Thld displcd 200'. Fence. RWY 32: Hill.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For attendant call 402-373-2452. Rwy 14-32 lgtd thld Rwy 14 relocated 200', 2500' of Rwy 14-32 usable at ngt. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9

BRENNER FLD (See FALLS CITY)

BREWSTER FLD (See HOLDREGE)

BROKEN BOW MUNI (BBW) 2 N UTC-6(-5DT) N41°26.19' W99°38.53'

OMAHA

2547 B FUEL 100LL, JET A NOTAM FILE BBW

L-12H

RWY 14-32: H4203X75 (CONC) S-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Road

RWY 32: PAPI(P2L)—GA 3.0° TCH 41'. Trees

AIRPORT REMARKS: Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14-32, REIL Rwy 14—CTAF.

WEATHER DATA SOURCES: ASOS 120.0 (308) 872-5354.

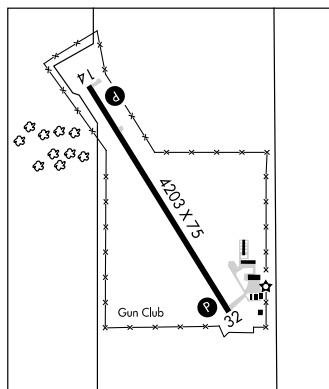
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BBW.

CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04'

W99°41.34' 135° 3.6 NM to fld. 2850/8E.



BURWELL N41°46.48' W99°08.73' NOTAM FILE OLU.

NDB (MHW) 377 BUB at Cram Fld.

OMAHA

L-12L

APP CRS **134°**
 Rwy Idg **4200**
 TDZE **1318**
 Apt Elev **1325**

RNAV (GPS) RWY 13

BLAIR MUNI (BTA)

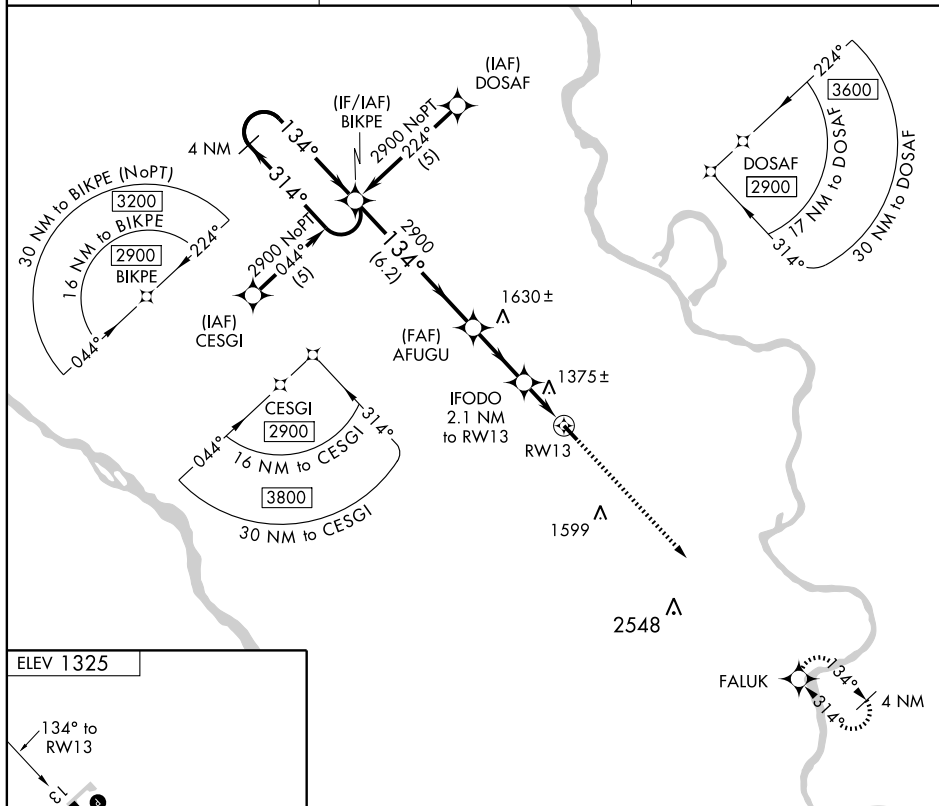
▼ DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield
▲ altimeter setting. When local altimeter setting not received, use
 Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600
 direct FALUK and hold.

AWOS-3
120.225

OMAHA APP CON
120.1 354.05

CTAF
122.9



ELEV 1325

134° to RW13

TDZE 1318

4200 X 100
 0.5% UP

4 NM
 Holding Pattern

BIKPE

AFUGU

3600

FALUK

2900

314°

134°

2900

IFODO
 2.1 NM
 to RW13

1.3 NM to RW13

2020

3.04°

TCH 40

6.2 NM

2.7 NM

0.8 NM

1.3 NM

CATEGORY

A

B

C

D

LNAV MDA

1780-1 462 (500-1)

NA

CIRCLING

1780-1 455 (500-1)

NA

REIL Rwy 13 and 31

MIRL Rwy 13-31

APP CRS 314°	Rwy Idg 4200
	TDZE 1314
	Apt Elev 1325

RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

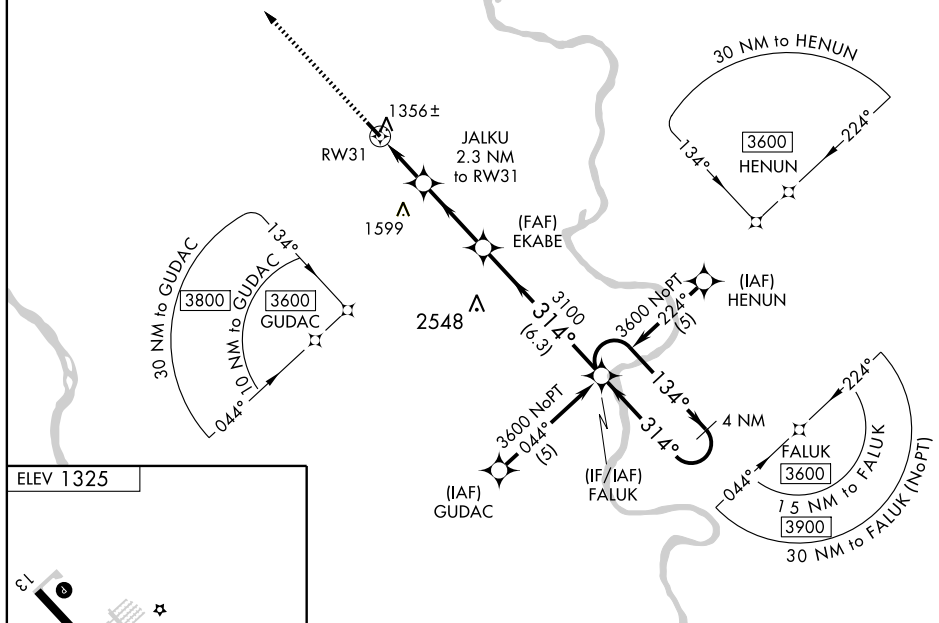
▽ DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct BIKPE and hold.

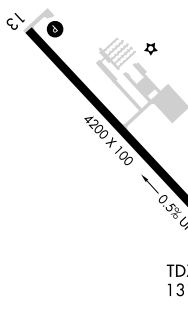
AWOS-3
120.225

COLUMBUS CENTER
120.1 354.05

CTAF
122.9



ELEV 1325



REIL Rwy 13 and 31 **①**
MIRL Rwy 13-31 **①**

2900	BIKPE	JALKU 2.3 NM to RWY 31	EKABE	FALUK	4 NM Holding Pattern
		0.9 NM to RWY 31			
		RWY 31			
		0.9 NM	1.4 NM	3.2 NM	6.3 NM
CATEGORY	A	B	C	D	
LNAY MDA	1620-1	306 (300-1)	NA	NA	
CIRCLING	1680-1	1780-1	NA	NA	
	355 (400-1)	455 (500-1)			

BLAIR MUNI (BTA) 7 S UTC-6(-5DT) N41°25.89' W96°06.54'

OMAHA

1325 B FUEL 100LL, Jet A NOTAM FILE BTA.

L-121

RWY 13-31: H4200X100 (CONC) S-25 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended on call. For svc call 402-493-1530 or 426-4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402-426-4191. ACTIVATE MIRL Rwy 13-31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.225 (402) 426-0448.

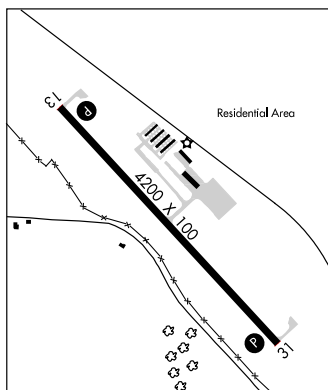
COMMUNICATIONS: CTAF 122.9

® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 304° 22.4 NM to fld. 1300/8E. HIWAS.



BLOOMFIELD MUNI (84Y) 2 SW UTC-6(-5DT) N42°34.78' W97°40.42'

OMAHA

1673 B NOTAM FILE OLU

RWY 14-32: H2700X50 (ASPH) LIRL

RWY 14: Thld displcd 200'. Fence. RWY 32: Hill.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For attendant call 402-373-2452. Rwy 14-32 lgtd thld Rwy 14 relocated 200', 2500' of Rwy 14-32 usable at ngt. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9

BRENNER FLD (See FALLS CITY)

BREWSTER FLD (See HOLDREGE)

BROKEN BOW MUNI (BBW) 2 N UTC-6(-5DT) N41°26.19' W99°38.53'

OMAHA

2547 B FUEL 100LL, JET A NOTAM FILE BBW

L-12H

RWY 14-32: H4203X75 (CONC) S-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Road

RWY 32: PAPI(P2L)—GA 3.0° TCH 41'. Trees

AIRPORT REMARKS: Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14-32, REIL Rwy 14—CTAF.

WEATHER DATA SOURCES: ASOS 120.0 (308) 872-5354.

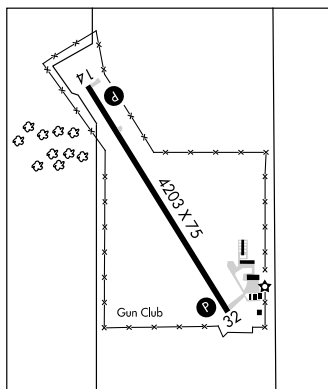
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BBW.

CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04'

W99°41.34' 135° 3.6 NM to fld. 2850/8E.



BURWELL N41°46.48' W99°08.73' NOTAM FILE OLU.

NDB (MHW) 377 BUB at Cram Fld.

OMAHA

L-12L

WAAS CH 97409 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4203 2534 2547
----------------------------------------	------------------------	-----------------------------	-------------------------------------------

RNAV (GPS) RWY 32

BROKEN BOW MUNI (BBW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
 ▲ When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility $\frac{3}{4}$ mile, increase LNAV/VNAV all Cats visibility $1\frac{1}{4}$ mile, increase LNAV and Circling Cat B visibility $\frac{1}{2}$ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct
IMEQI and hold.

ASOS
120.0DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF)

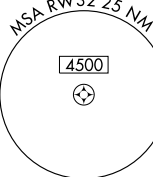
3329 ▲

RW32

2900 ▲

(FAF)
YEARR(IAF)
BECOLProcedure NA for arrivals at
BONIL via V172 eastbound.4300
257°
(21)

ELEV 2547

(IAF)
DONHO(IF)
LUXXE

YOZLE

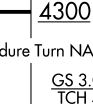
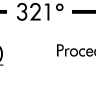
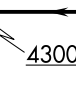
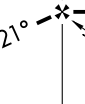
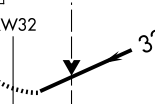
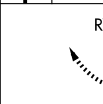


* LNAV only.

* 2 NM to RW32

YEARR

LUXXE



Procedure Turn NA

GS 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	2833-1	299 (300-1)	NA	NA
LNAV/VNAV DA	3301-2 $\frac{3}{4}$	767 (800-2 $\frac{3}{4}$)	NA	NA
LNAV MDA	3200-1	666 (700-1)	NA	NA
CIRCLING	3200-1	653 (700-1)	NA	NA

REIL Rwy 14

MIRL Rwy 14-32

321° to
RW32

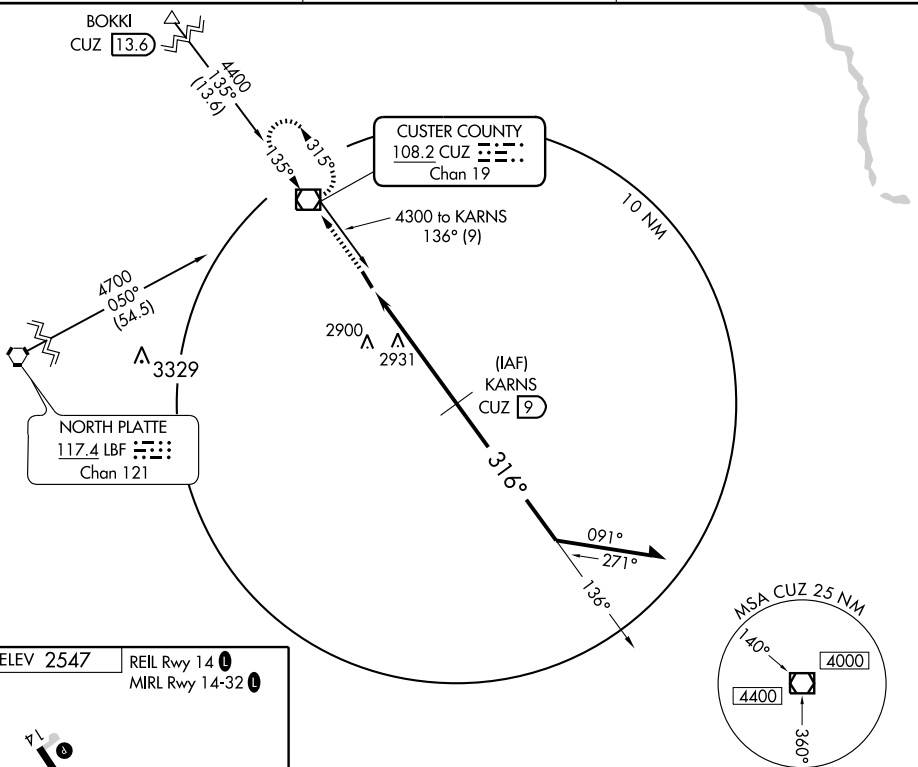
VOR/DME CUZ 108.2 Chan 19	APP CRS 316°	Rwy Idg TDZE Apt Elev	4203 2534 2547
-----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

VOR/DME RWY 32
BROKEN BOW MUNI (BBW)

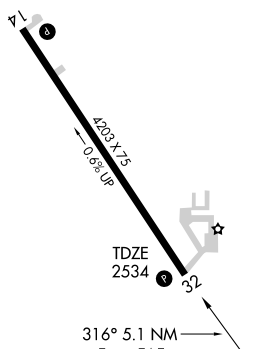
T When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1 ¼ miles, and Circling Cat B visibility to 1 ¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS
120.0

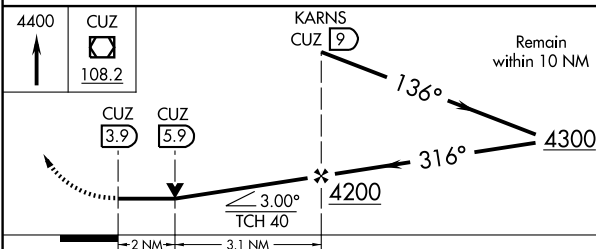
DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

ELEV 2547	REIL Rwy 14 L MIRL Rwy 14-32 L
-----------	-------------------------------------------------



EAE to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-32	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

BROKEN BOW, NEBRASKA

Orig-A 09127

41°26'N-99°39'W

BROKEN BOW MUNI (BBW)
VOR/DME RWY 32

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME CUZ
108.2
Chan **19**

APP CRS
135°

Rwy Idg **4203**
TDZE **2547**
Apt Elev **2547**

VOR RWY 14
BROKEN BOW MUNI (BBW)

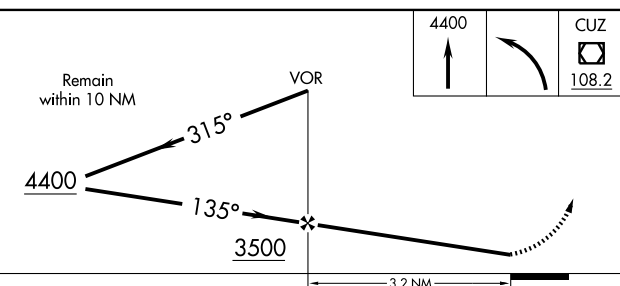
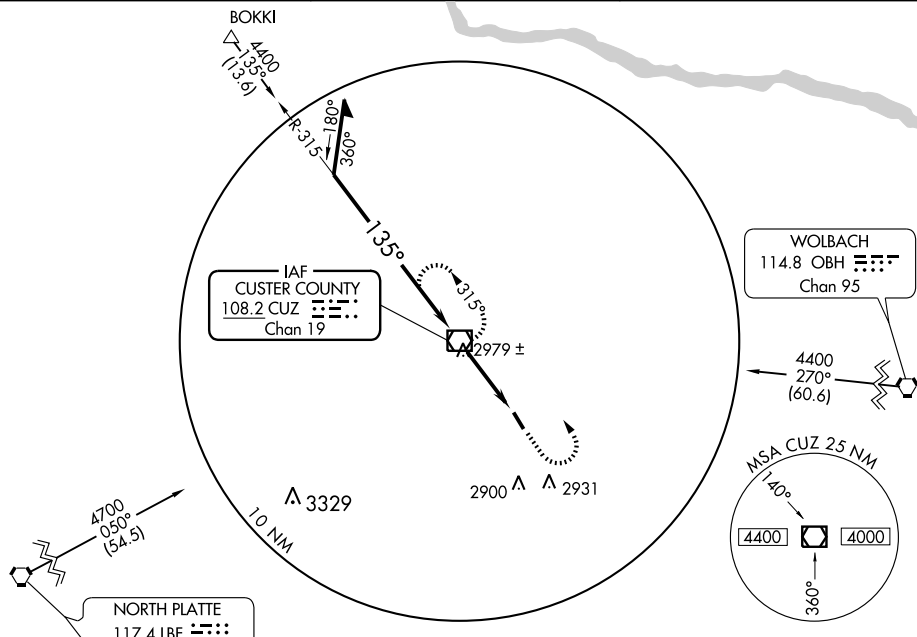
▼ When local altimeter setting not received; use North
▲ Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct
CUZ VOR/DME and hold.

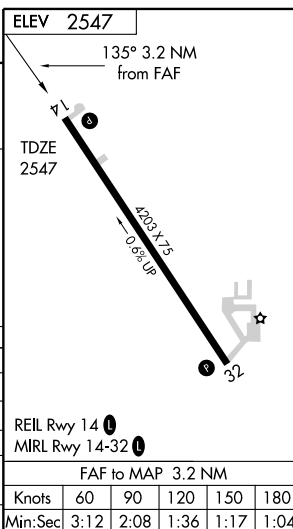
ASOS
120.0

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	3240-1	693 (700-1)	NA	
CIRCLING	3280-1	733 (800-1)	NA	
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1	3380-1¼	NA	
	833 (900-1)	833 (900-1¼)		
CIRCLING	3440-1¼	893 (900-1¼)	NA	



REIL Rwy 14 **0**
MIRL Rwy 14-32 **0**

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

BURWELL**CRAM FLD** (BUB) 1 SW UTC-6(-5DT) N41°46.60' W99°08.99'

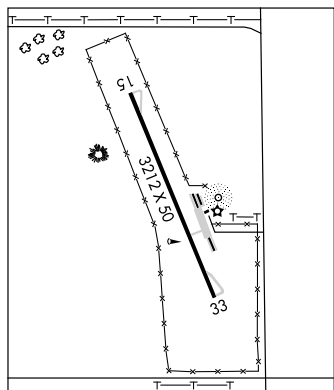
2182 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3212X50 (ASPH) S-10 MIRL 0.3% up SE

RWY 15: Trees. RWY 33: Pole lines.

AIRPORT REMARKS: Unattended. For fuel call 308-346-4566,
308-750-1460, or 308-214-0246.**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'
W98°21.22' 297° 43.2 NM to fld. 2010/7E.BURWELL NDB (MHW) 377 BUB N41°46.48' W99°08.73'
at fld.**CAMBRIDGE MUNI** (CSB) 2 NE UTC-6(-5DT) N40°18.40' W100°09.73'

2414 B FUEL 100LL NOTAM FILE OLU

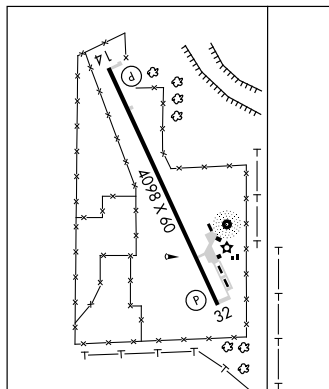
RWY 14-32: H4098X60 (ASPH) S-12 MIRL 0.4% up NW

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z†. For fuel after hrs
call 308-695-0551. Wide transverse cracks on rwy. MIRL Rwy
14-32 preset on low ints, to increase ints ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'
W100°55.42' 093° 36.0 NM to fld. 3010/11E.HARRY STRUNK NDB (MHW) 389 CSB N40°18.26' W100°09.46'
at fld.**CARIS** N41°53.26' W97°28.82' NOTAM FILE OFK.

(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt.

CENTRAL CITY MUNI-LARRY REINEKE FLD (Ø7K) 3 W UTC-6(-5DT) N41°06.69' W98°03.08'

1717 B S4 FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3700X60 (CONC) S-11 MIRL

RWY 15: Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z†-0030Z†, Sat 1300-1800Z†. For fuel after hrs call Police
308-946-3003. Rotating bcn and lgtd wind sock on SS-SR. ACTIVATE MIRL Rwy 15-33—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02' W098°18.53' 050° 14.2 NM to fld. 1840/7E.

CENTRAL NEBRASKA N40°58.05' W98°18.52'

RCO 122.45 (COLUMBUS RADIO)

CENTRAL NEBRASKA RGNL (See GRAND ISLAND)

BURWELL**CRAM FLD** (BUB) 1 SW UTC-6(-5DT) N41°46.60' W99°08.99'

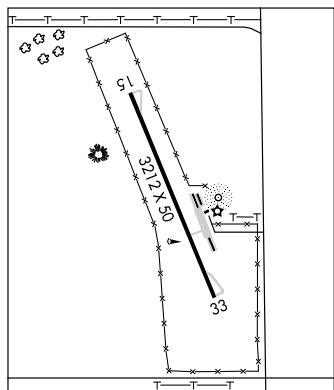
2182 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3212X50 (ASPH) S-10 MIRL 0.3% up SE

RWY 15: Trees. RWY 33: Pole lines.

AIRPORT REMARKS: Unattended. For fuel call 308-346-4566,
308-750-1460, or 308-214-0246.**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'
W98°21.22' 297° 43.2 NM to fld. 2010/7E.BURWELL NDB (MHW) 377 BUB N41°46.48' W99°08.73'
at fld.**CAMBRIDGE MUNI** (CSB) 2 NE UTC-6(-5DT) N40°18.40' W100°09.73'

2414 B FUEL 100LL NOTAM FILE OLU

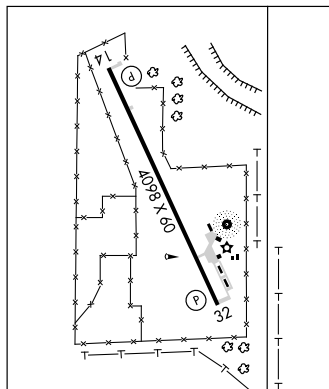
RWY 14-32: H4098X60 (ASPH) S-12 MIRL 0.4% up NW

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z†. For fuel after hrs
call 308-695-0551. Wide transverse cracks on rwy. MIRL Rwy
14-32 preset on low ints, to increase ints ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'
W100°55.42' 093° 36.0 NM to fld. 3010/11E.HARRY STRUNK NDB (MHW) 389 CSB N40°18.26' W100°09.46'
at fld.**CARSY** N41°53.26' W97°28.82' NOTAM FILE OFK.

(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt.

CENTRAL CITY MUNI-LARRY REINEKE FLD (Ø7K) 3 W UTC-6(-5DT) N41°06.69' W98°03.08'

1717 B S4 FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3700X60 (CONC) S-11 MIRL

RWY 15: Road.

AIRPORT REMARKS: Attended Mon-Fri 1300Z†-0030Z†, Sat 1300-1800Z†. For fuel after hrs call Police
308-946-3003. Rotating bcn and lgtd wind sock on SS-SR. ACTIVATE MIRL Rwy 15-33—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02' W098°18.53' 050° 14.2 NM to fld. 1840/7E.

CENTRAL NEBRASKA N40°58.05' W98°18.52'

RCO 122.45 (COLUMBUS RADIO)

CENTRAL NEBRASKA RGNL (See GRAND ISLAND)

NDB CSB
389

APP CRS
140°

Rwy Idg	4098
TDZE	2414
Apt Elev	2414

NDB RWY 14
CAMBRIDGE MUNI (CSB)

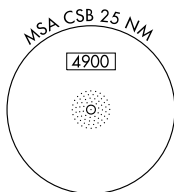
A NA


Use McCook altimeter setting.

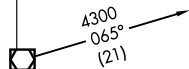
MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER
132.7 397.85

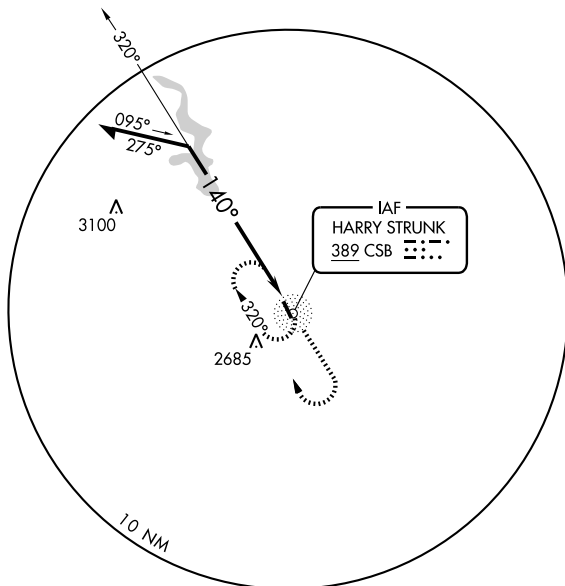
UNICOM
122.8 (CTAF) **L**



McCOOK
115.3 MCK 
Chan 100

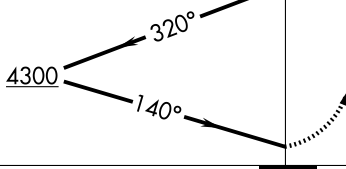


Λ₃₁₀₄



Remain
within 10 NM

NDB

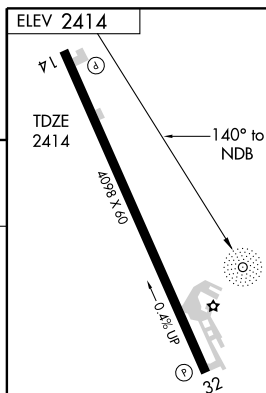


4300



CSB

389

MIRL Rwy 14-32 **L**

CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NDB CSB 389	APP CRS 338°	Rwy Idg TDZE Apt Elev	4098 2413 2414
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NDB RWY 32

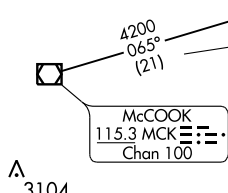
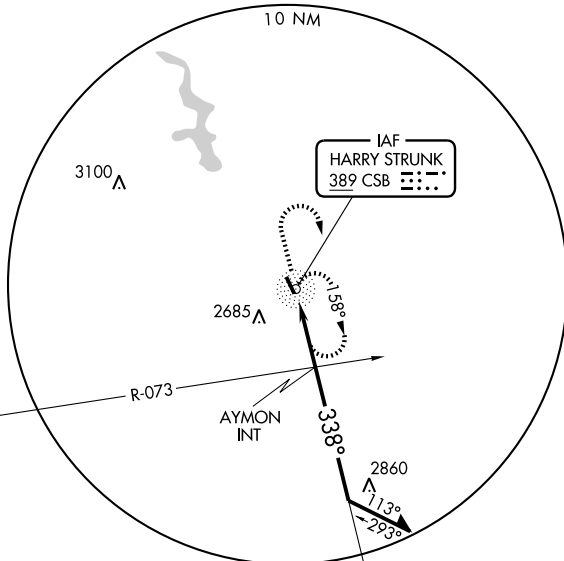
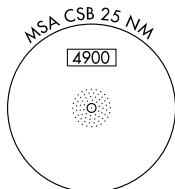
CAMBRIDGE MUNI (CSB)

▲ NA Use McCook altimeter setting.

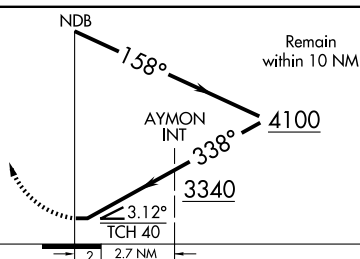
MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.

DENVER CENTER
132.7 397.85

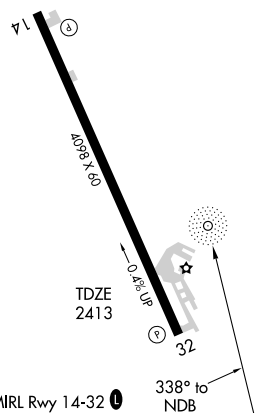
UNICOM
122.8 (CTAF) 0



▲ 3104



ELEV 2414



CATEGORY	A	B	C	D
S-32	3340-1¼ 927 (1000-1¼)		NA	
CIRCLING	3340-1¼ 926 (1000-1¼)		NA	

AYMON INT MINIMUMS

S-32	2940-1 527 (600-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

MIRL Rwy 14-32 0

Knots	60	90	120	150	180
Min:Sec					

RNAV (GPS) RWY 14

CAMBRIDGE MUNI (CSB)

APP CRS
147°

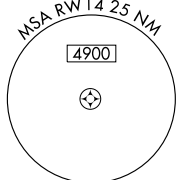
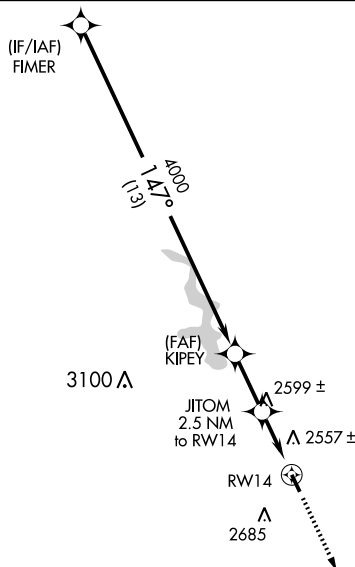
Rwy Idg **4098**
TDZE **2414**
Apt Elev **2414**

▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use McCook altimeter setting.

MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.

DENVER CENTER
132.7 397.85

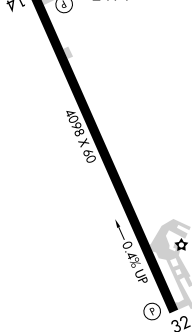
UNICOM
122.8 (CTAF) 1



ELEV 2414

147° to
RWY14

TDZE
2414



MIRL Rwy 14-32 1



	FIMER	KIPEY	JITOM 2.5 NM to RWY14	RWY14
	5500	4000	3200	
Procedure				
Turn				
NA				
	13 NM	2.3 NM	2.5 NM	
CATEGORY	A	B	C	D
LNAV MDA	2880-1	466 (500-1)	NA	NA
CIRCLING	2980-1	566 (600-1)	NA	NA

RNAV (GPS) RWY 32

CAMBRIDGE MUNI (CSB)

APP CRS 327°	Rwy Idg 4098
	TDZE 2413
	Apt Elev 2414

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use McCook altimeter setting.

MISSED APPROACH: Climb to 5500 direct FIMER and hold.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



3100

2685

RW32

2549 ±
(FAF) WURTC

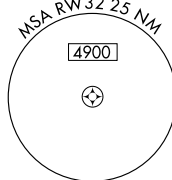
4100
(S) YOBRO

(IAF) HYANS

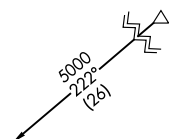
4200
057°
(S)

4200
237°
(S)

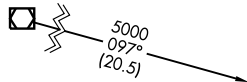
(IAF) GREVE



SPRIT



McCOOK
MCK



5500

FIMER

YOBRO

WURTC

4200

RW32

4100

3.04°
TCH 40

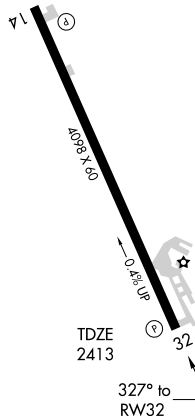
5.2 NM

5 NM

Procedure Turn
NA

CATEGORY	A	B	C	D
LNAV MDA	2860-1	447 (500-1)	NA	NA
CIRCLING	2980-1	566 (600-1)	NA	NA

ELEV 2414



MIRL Rwy 14-32 0

CHADRON MUNI (CDR) 4 W UTC-7(-6DT) N42°50.25' W103°05.72'

3298 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR

RWY 02-20: H5998X100 (CONC) S-30, D-55, 2D-90 HIRL 0.5% up SW

RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39'. Thld dsplcd 289'.

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41'. Thld dsplcd 498'. Tree.

RWY 11-29: H4400X75 (CONC) S-21, D-30 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 42'.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6002 TODA-6002 ASDA-5502 LDA-5212

RWY 20: TORA-6002 TODA-6002 ASDA-6002 LDA-5502

AIRPORT REMARKS: Attended 1500-2300Z+. For fuel after hrs call FBO phone 308-432-8128. On call 24hrs. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 11-29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.

WEATHER DATA SOURCES: ASOS 118.05 (308) 432-5574.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

AIRSPACE: CLASS E svc Mon-Fri 1300-0600Z+, Sat and Sun 1500-0600Z+ other times CLASS G.

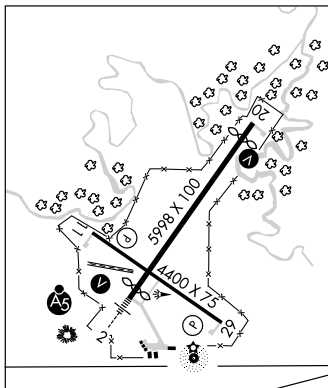
RADIO AIDS TO NAVIGATION: NOTAM FILE CDR.

(L) VOR/DME 113.4 CDR Chan 81 N42°33.53' W103°18.73' 017° 19.3 NM to fld. 4630/11E. HIWAS.

WHITNEY NDB (MHW) 275 HIN N42°49.73' W103°05.62' at fld.

DAWES NDB (LOM) 362 CD N42°45.31' W103°10.49' 024° 6.1 NM to fld.

ILS 110.9 I-CDR Rwy 02. LOM DAWES NDB.



CHEYENNE

H-5A, L-12G

IAP

CHAPPELL N41°04.60' W102°27.53' NOTAM FILE OLU.

NDB (MHW) 383 CNP at Billy G Ray Fld.

CHEYENNE

L-10G, 12G

CHAPPELL**BILLY G RAY FLD** (CNP) 1 S UTC-7(-6DT) N41°04.65' W102°27.84'

3682 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H4000X55 (ASPH) S-15 MIRL

RWY 12: Road. RWY 30: Thld dsplcd 130'. Road.

AIRPORT REMARKS: Unattended. MIRL Rwy 12-30 preset on low ints, to increase ints ACTIVATE—CTAF.

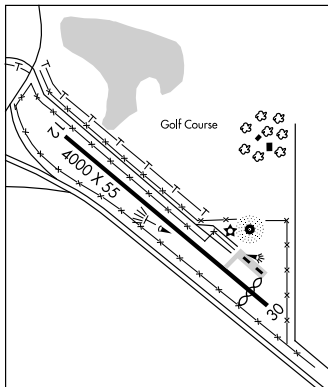
COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 118.475

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80' W102°58.98' 080° 23.6 NM to fld. 4300/13E.

CHAPPELL NDB (MHW) 383 CNP N41°04.60' W102°27.53' at fld. NOTAM FILE OLU.



CHEYENNE

L-10G, 12G

IAP

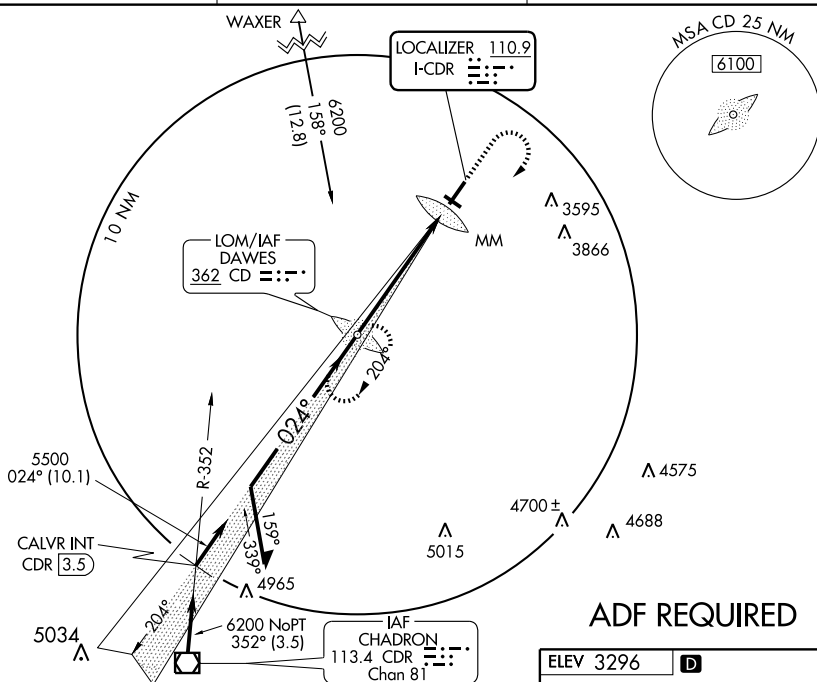
LOC I-CDR	APP CRS	Rwy Idg	5212
<u>110.9</u>	024°	TDZE	3292
		Apt Elev	3296

ILS RWY 2
CHADRON MUNI (CDR)

A Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.



MISSED APPROACH: Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS
118.05DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) **L**

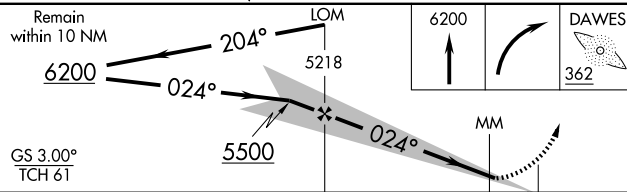
ADF REQUIRED

ELEV 3296

D

Remain
within 10 NM

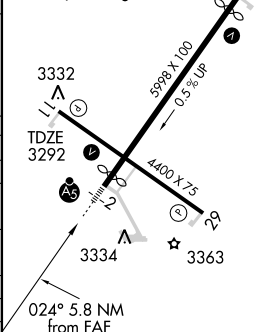
GS 3.00°
TCH 61



6200

DAWES

REIL Rwy 2, 20 and 29 **L** 3294
MIRL Rwy 11-29 **L** 3310
HIRL Rwy 2-20 **L** 3310



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CHADRON, NEBRASKA

Amdt 1 10042

CHADRON MUNI (CDR)

ILS RWY 2

42°50' N-103°06' W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

NDB HIN
275

APP CRS
190°

Rwy Idg	5500
TDZE	3282
Apt Elev	3296

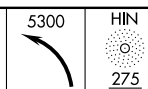
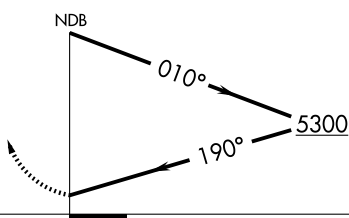
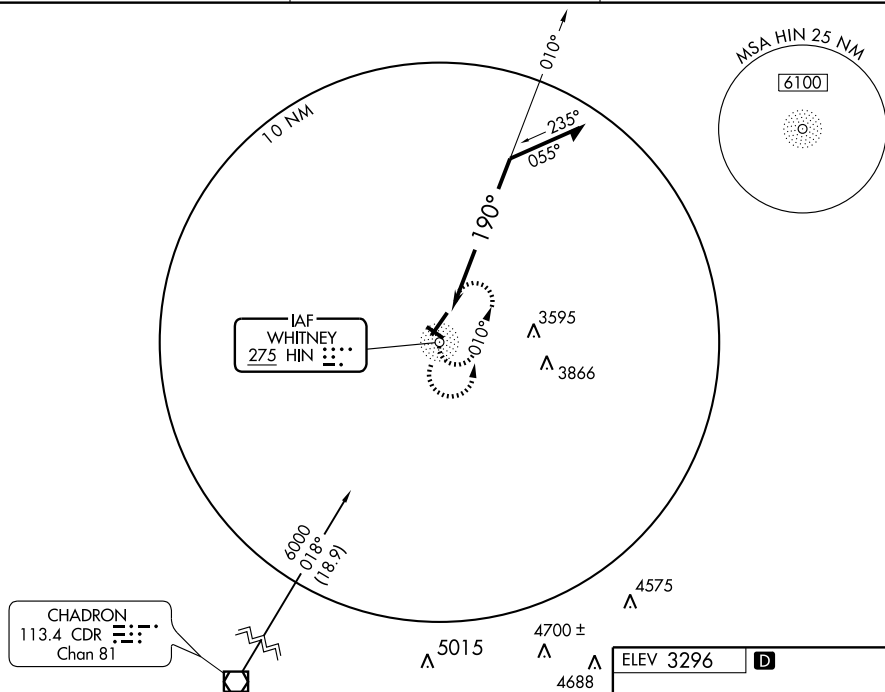
NDB RWY 20

CHADRON MUNI (CDR)



Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

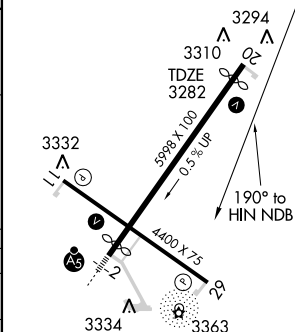
ASOS
118.05DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

CATEGORY	A	B	C	D
S-20	3920-1	638 (700-1)	3920-1 ³⁴ 638 (700-1 ³⁴)	3920-2 638 (700-2)
CIRCLING	3920-1	624 (700-1)	3960-1 ³⁴ 664 (700-1 ³⁴)	3960-2 664 (700-2)

SCOTTSBLUFF ALTIMETER SETTING MINIMUMS

S-20	4160-1 878 (900-1)	4160-1¼ 878 (900-1¼)	4160-2½ 878 (900-2½)	4160-2¾ 878 (900-2¾)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)



REIL Rwy 2, 20 and 29 **L**
MIRL Rwy 11-29 **L**
HIRL Rwy 2-20 **L**

CHADRON, NEBRASKA
Amdt 12 10042

CHADRON MUNI (CDR) NDB RWY 20

42°50' N-103°06' W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APP CRS
204°

Rwy Idg	5500
TDZE	3283
Apt Elev	3297

RNAV (GPS) RWY 20

CHADRON MUNI (CDR)

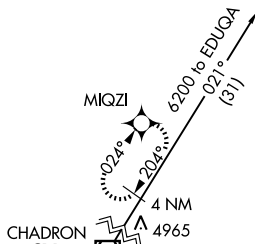
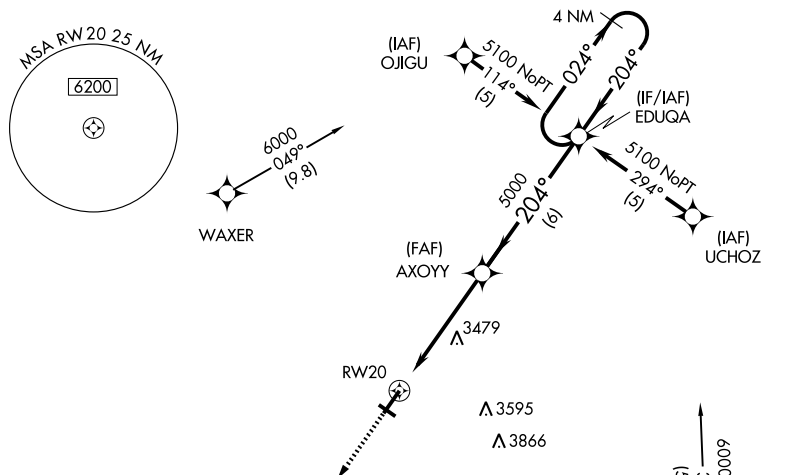

A NA

DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.

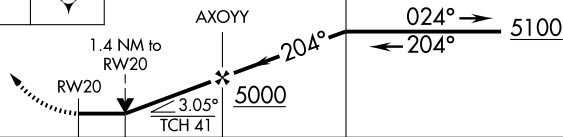
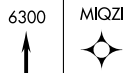
MISSED APPROACH: Climb to 6300 direct MIQZI and hold.

ASOS
118.05

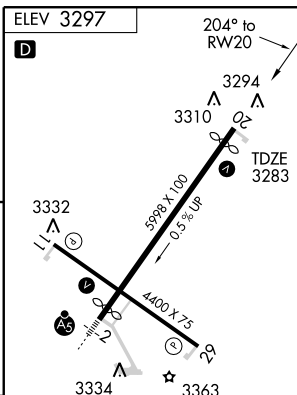
DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 

Procedure NA for arrivals at CDR
VOR/DME via V169 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	3740-1	457 (500-1)	3740-1¼ 457 (500-1¼)	3740-1½ 457 (500-1½)
CIRCLING	3920-1	623 (700-1)	3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)



REIL Rwy 2, 20 and 29 **L**
MIRL Rwy 11-29 **L**
HIRL Rwy 2-20 **L**

CHADRON, NEBRASKA
Orig 10098

42°50' N-103°06' W

CHADRON MUNI (CDR)

RNAV (GPS) RWY 20

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME CDR 113.4 Chan 81	APP CRS 017°	Rwy Idg 5212 TDZE 3292 Apt Elev 3296
-----------------------------------------------	------------------------	-----------------------------------------------------------------

VOR/DME RWY 2
CHADRON MUNI (CDR)

A Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

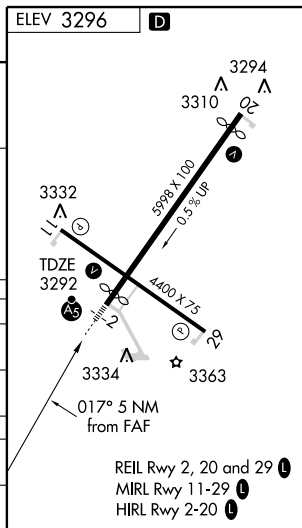
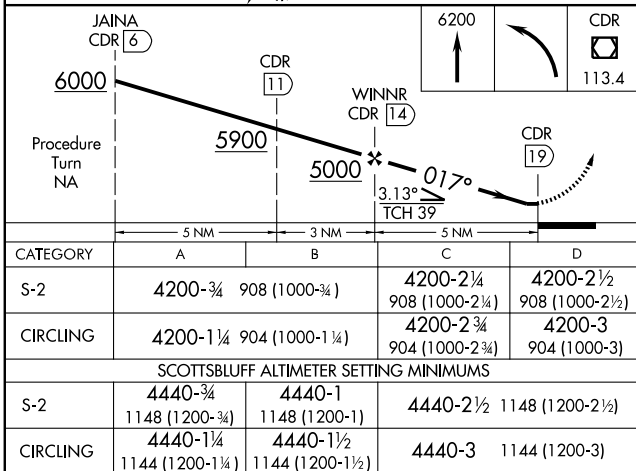
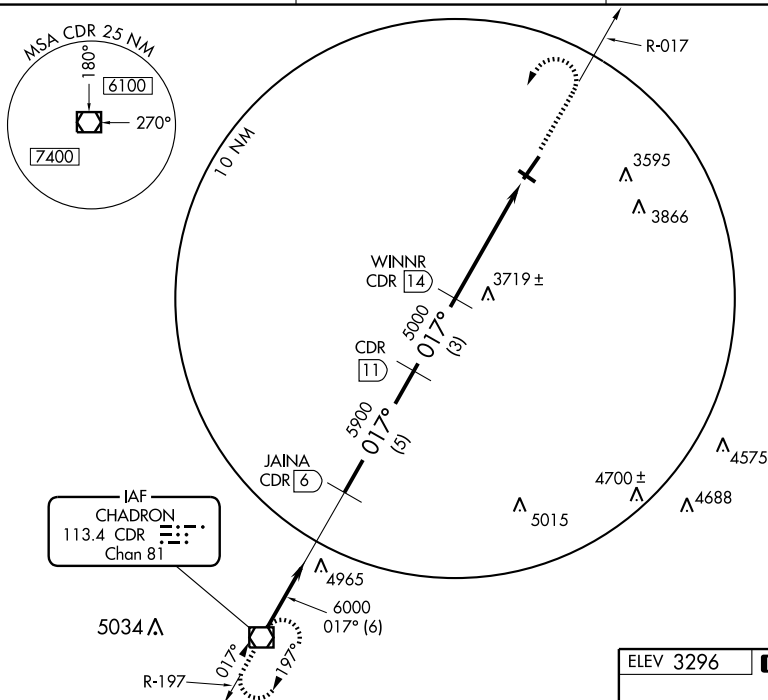
MALSR



MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS
118.05

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **L**CHADRON, NEBRASKA
Amdt 2A 10042

42°50' N-103°06' W

CHADRON MUNI (CDR)
VOR/DME RWY 2

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

CHADRON MUNI (CDR) 4 W UTC-7(-6DT) N42°50.25' W103°05.72'

3298 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR

RWY 02-20: H5998X100 (CONC) S-30, D-55, 2D-90 HIRL 0.5% up SW

RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39'. Thld dsplcd 289'.

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41'. Thld dsplcd 498'. Tree.

RWY 11-29: H4400X75 (CONC) S-21, D-30 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 42'.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6002 TODA-6002 ASDA-5502 LDA-5212

RWY 20: TORA-6002 TODA-6002 ASDA-6002 LDA-5502

AIRPORT REMARKS: Attended 1500-2300Z+. For fuel after hrs call FBO phone 308-432-8128. On call 24hrs. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 11-29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.

WEATHER DATA SOURCES: ASOS 118.05 (308) 432-5574.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

AIRSPACE: CLASS E svc Mon-Fri 1300-0600Z+, Sat and Sun 1500-0600Z+ other times CLASS G.

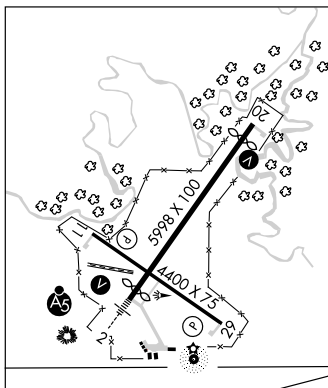
RADIO AIDS TO NAVIGATION: NOTAM FILE CDR.

(L) VOR/DME 113.4 CDR Chan 81 N42°33.53' W103°18.73' 017° 19.3 NM to fld. 4630/11E. HIWAS.

WHITNEY NDB (MHW) 275 HIN N42°49.73' W103°05.62' at fld.

DAWES NDB (LOM) 362 CD N42°45.31' W103°10.49' 024° 6.1 NM to fld.

ILS 110.9 I-CDR Rwy 02. LOM DAWES NDB.



CHEYENNE

H-5A, L-12G

IAP

CHAPPELL N41°04.60' W102°27.53' NOTAM FILE OLU.

NDB (MHW) 383 CNP at Billy G Ray Fld.

CHEYENNE

L-10G, 12G

CHAPPELL**BILLY G RAY FLD** (CNP) 1 S UTC-7(-6DT) N41°04.65' W102°27.84'

3682 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H4000X55 (ASPH) S-15 MIRL

RWY 12: Road. RWY 30: Thld dsplcd 130'. Road.

AIRPORT REMARKS: Unattended. MIRL Rwy 12-30 preset on low ints, to increase ints ACTIVATE—CTAF.

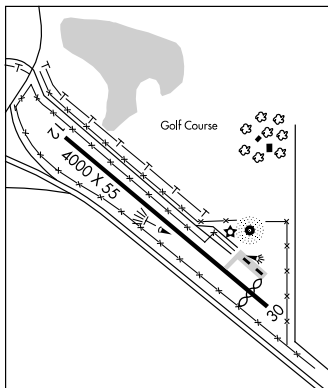
COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 118.475

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80' W102°58.98' 080° 23.6 NM to fld. 4300/13E.

CHAPPELL NDB (MHW) 383 CNP N41°04.60' W102°27.53' at fld. NOTAM FILE OLU.



CHEYENNE

L-10G, 12G

IAP

NDB CNP	APP CRS	Rwy Idg	3870
<u>383</u>	312°	TDZE	3680
		Apt Elev	3680

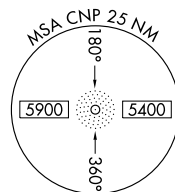
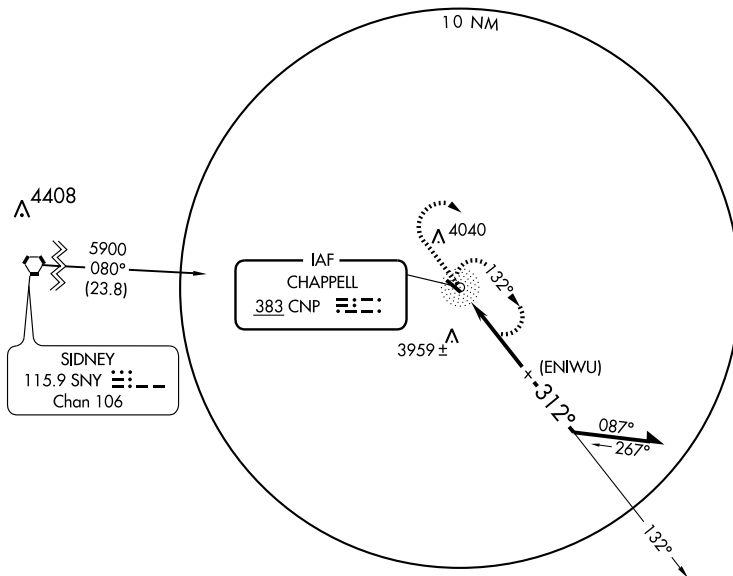
NDB or GPS RWY 30

CHAPPELL/BILLY G.RAY FIELD (CNP)

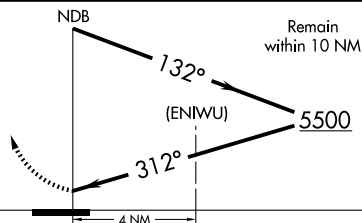
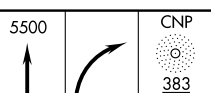
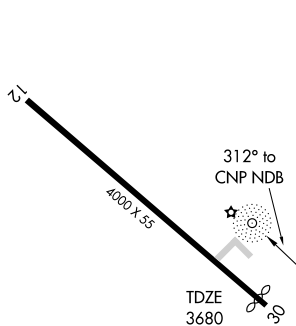
NA Use Sidney altimeter setting if not received, use Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

DENVER CENTER
118.475 225.4

CTAF
122.9 L

ELEV 3680	Rwy 30 dg 3870'
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CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSSLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼)		4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)

MIRL Rwy 12-30 **L**

CHAPPELL, NEBRASKA
Amdt 2A 09239

CHAPPELL/ BILLY G.RAY FIELD (CNP)

NDB or GPS RWY 30

41° 05' N-102° 28' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

COLUMBUS MUNI (OLU) 1 NE UTC-6(-5DT) N41°26.88' W97°20.56'

1447 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 14-32: H6800X100 (CONC) S-43, D-58 MIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld displcd 950'. Bldg.

RWY 02-20: 4135X150 (TURF)

RWY 02: T-hangar.

RWY 20: P-lines.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-6800 TODA-6800 ASDA-6260 LDA-6260

RWY 32: TORA-6800 TODA-6800 ASDA-6800 LDA-5850

AIRPORT REMARKS: Attended daylight hours. For fuel after hrs ctc 402-276-5284. For svc after dark call 402-564-0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02-20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (402) 563-3895. HIWAS 111.8 OLU.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.4 122.2 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

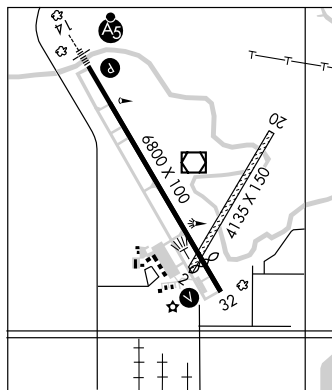
(L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' at fld. 1442/8E. HIWAS.

VOR/DME unusable:

310°-334°byd 18 NM blo 3,500'

PLATTE CENTER NDB (HW) 407 PLT N41°29.79' W97°22.91'

ILS 109.1 I-OLU Rwy 14. LOC only.



335°-309° byd 25 NM blo 3,500'.
141° 3.4 NM to fld.

COZAD MUNI (CZD) 1 NW UTC-6(-5DT) N40°52.18' W100°00.26'

2503 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 13-31: H5000X75 (CONC) S-30 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 31: PAPI(P2L)—GA 3.75° TCH 49'. Elevator.

RWY 18-36: 3000X300 (TURF)

RWY 18: Road.

RWY 36: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Jet A fuel serviced by truck. Rwy 18-36 marked with yellow cones. Rwy 18-36 not plowed winter months. ACTIVATE MIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ DENVER CENTER APP/DEP CON 132.7

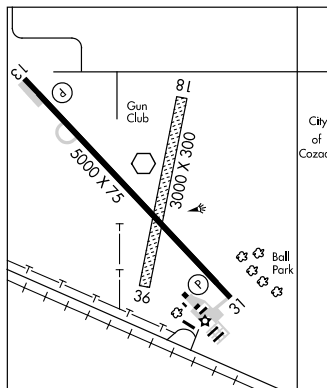
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'

W100°44.83' 096° 35.4 NM to fld. 2964/11E. HIWAS.

(T) VORW 109.0 OZB N40°52.22' W100°00.23' at fld.

NOTAM FILE OLU.



OMAHA

H-5B, L-10H

IAP

City of Cozad

LOC I-OLU 109.1	APP CRS 142°	Rwy Idg TDZE Apt Elev 6260 1447 1447
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LOC/DME RWY 14

COLUMBUS MUNI (OLU)



When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 100 feet and S-14 Cats C and D and circling Cat D visibility ¼ mile.

MALSR

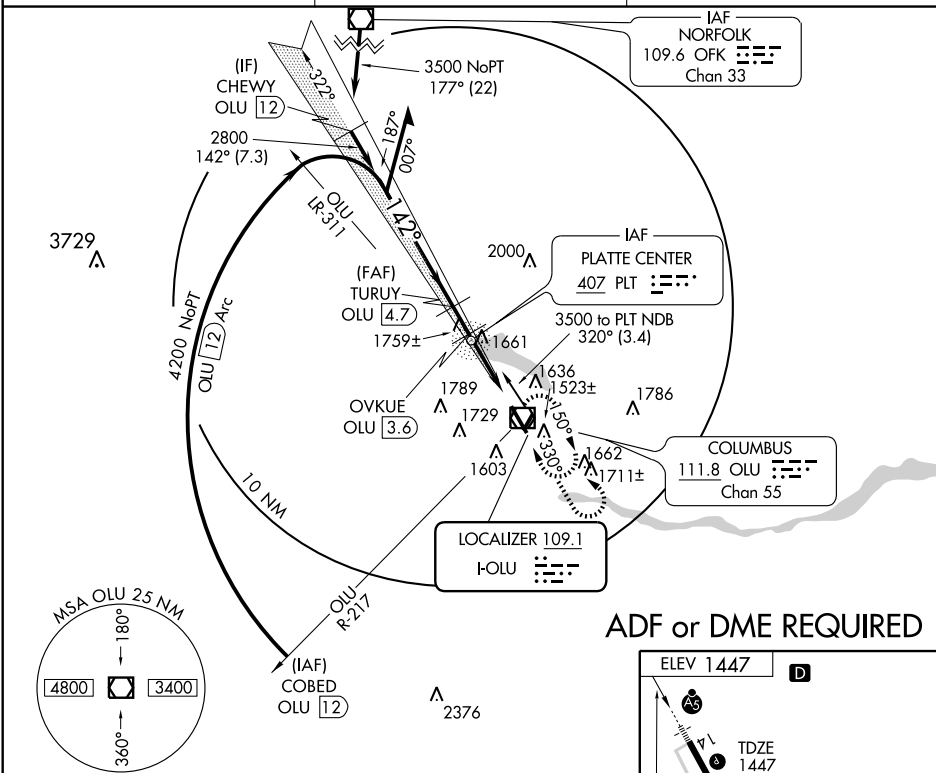


MISSED APPROACH: Climb to 3500 then left turn direct OLU VOR/DME and hold.

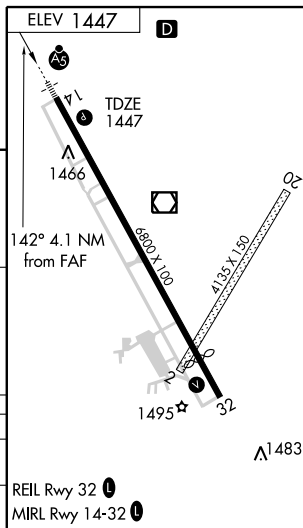
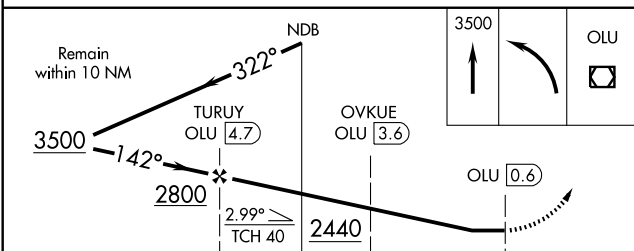
AWOS-3
125.525

MINNEAPOLIS CENTER
128.75 346.3

UNICOM
123.05 (CTAF)



ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-14	1920-½	473 (500-½)	1920-¾	1920-1
CIRCLING	1940-1	493 (500-1)	1940-1½	2040-2
			493 (500-1½)	593 (600-2)

WAAS CH 60910 W14A	APP CRS 142°	Rwy Idg TDZE 1447 Apt Elev 1447
----------------------------------------	------------------------	-----------------------------------------------------

RNAV (GPS) RWY 14

COLUMBUS MUNI (OLU)

V DME/DME RNP -0.3 NA.
BARO-VNAV NA below -15°C (5°F).
For inoperative MALSR increase LPV all Cats
visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 3200 direct ZINOS
and hold.

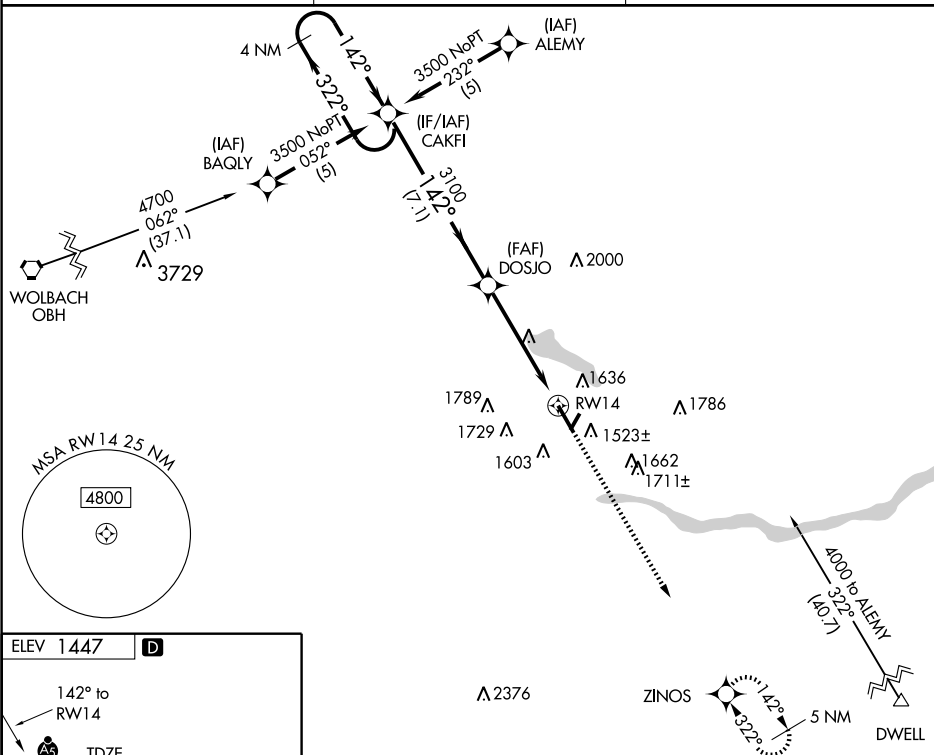
AWOS-3

125.525

MINNEAPOLIS CENTER

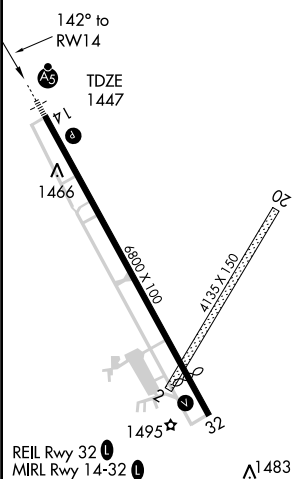
128.75 346.3

UNICOM

123.05 (CTAF) 0

ELEV 1447

D

4 NM
Holding Pattern

CAKFI

* LNAV only

3200

ZINOS

3500

GS 3.00°

TCH 40

142°

142°

3100

7.1 NM

3.6 NM

1.4 NM

1.4 NM to RWY 14

RWY 14

142°

322°

5 NM

DWEIL

4000 to ALEMY (40.7)

142°

322°

5 NM

DWEIL

CATEGORY

A

B

C

D

LPV DA

1750-½

303 (400-½)

LNAV/VNAV DA

1840-1

393 (400-1)

LNAV MDA

1920-½

473 (500-½)

1920-¾

473 (500-¾)

1920-1

473 (500-1)

CIRCLING

1940-1½

493 (500-1½)

2040-2

593 (600-2)

WAAS CH 81810 W32A	APP CRS 322°	Rwy Idg TDZE Apt Elev	5850 1442 1447
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RNAV (GPS) RWY 32

COLUMBUS MUNI (OLU)



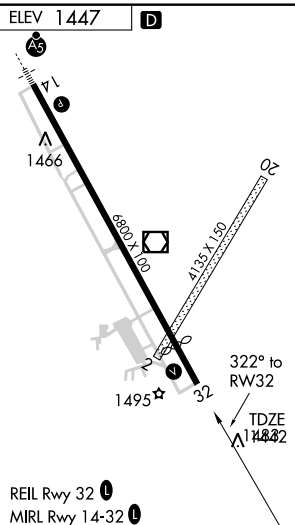
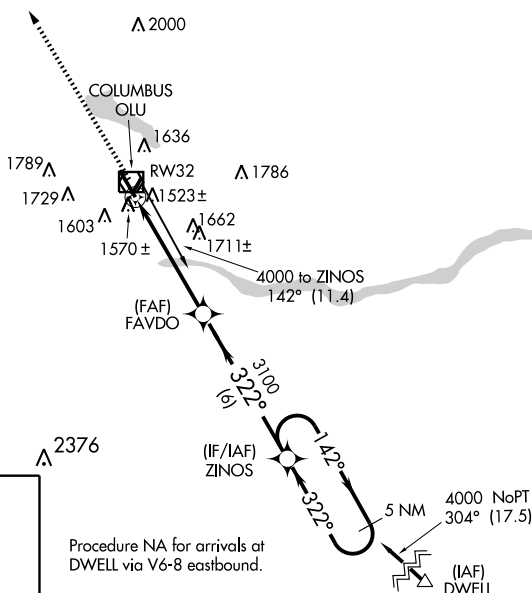
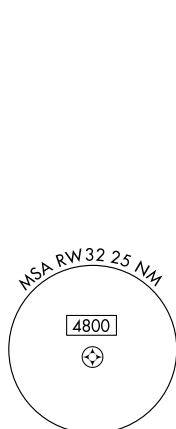
DME/DME RNP -0.3 NA
Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3
125.525

MINNEAPOLIS CENTER
128.75 346.3

UNICOM
123.05 (CTAF) 0



4000		CAKFI	* LNAV only		ZINOS		5 NM Holding Pattern
1.1 NM		3.9 NM	6 NM		3100		GS 3.00° TCH 44
CATEGORY	A		B		C		D
LPV DA	1710-1		268 (300-1)				
LNAV/VNAV DA	1840-1½		398 (400-1½)				
LNAV MDA	1820-1		378 (400-1)		1820-1¼		378 (400-1¼)
CIRCLING	1940-1½		493 (500-1½)		2040-2		593 (600-2)

VOR/DME OLU 111.8 Chan 55	APP CRS 330°	Rwy Idg TDZE Apt Elev	5850 1442 1447
-----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

VOR/DME RWY 32

COLUMBUS MUNI (OLU)

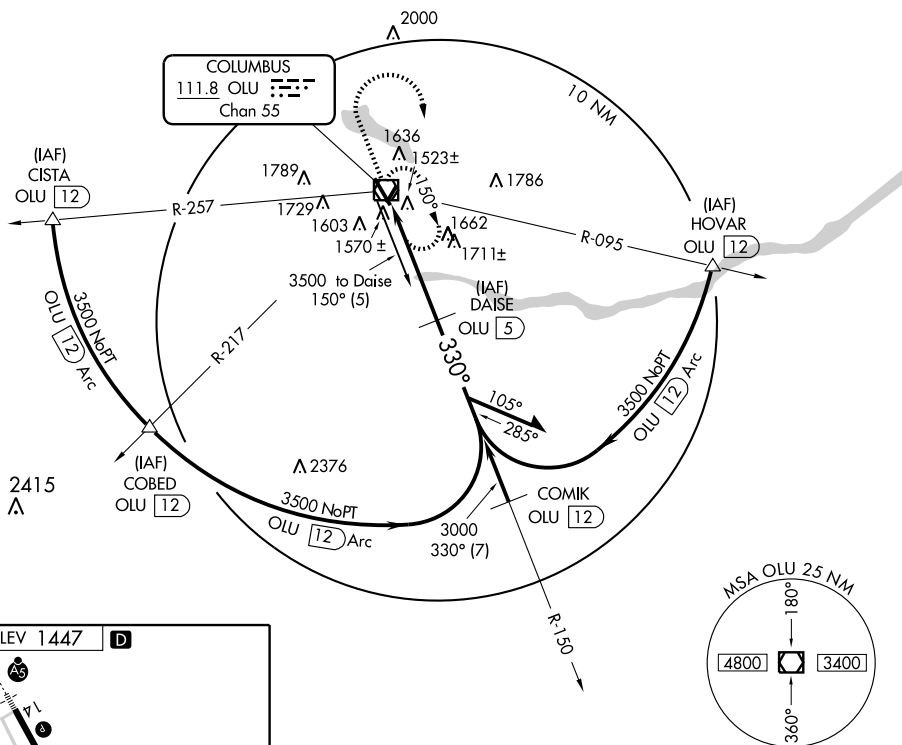


MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3
125.525

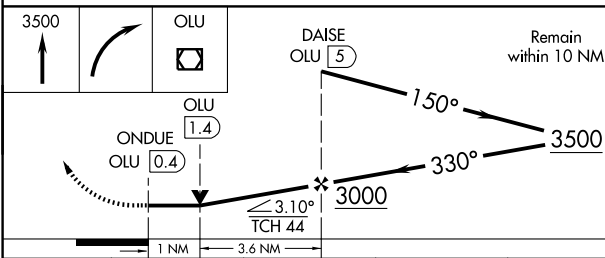
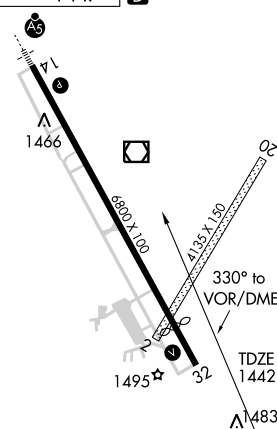
MINNEAPOLIS CENTER
128.75 346.3

UNICOM
123.05 (CTAF)



ELEV 1447

D



CATEGORY	A	B	C	D
S-32	1820-1	378 (400-1)		1820-1½ 378 (400-1½)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

VOR/DME OLU 111.8 Chan 55	APP CRS 129°	Rwy Idg TDZE Apt Elev 1447	6260 1447 1447
-----------------------------------------------	------------------------	--------------------------------------------	-------------------------------------------

VOR RWY 14

COLUMBUS MUNI (OLU)

V Inoperative table does not apply.
A



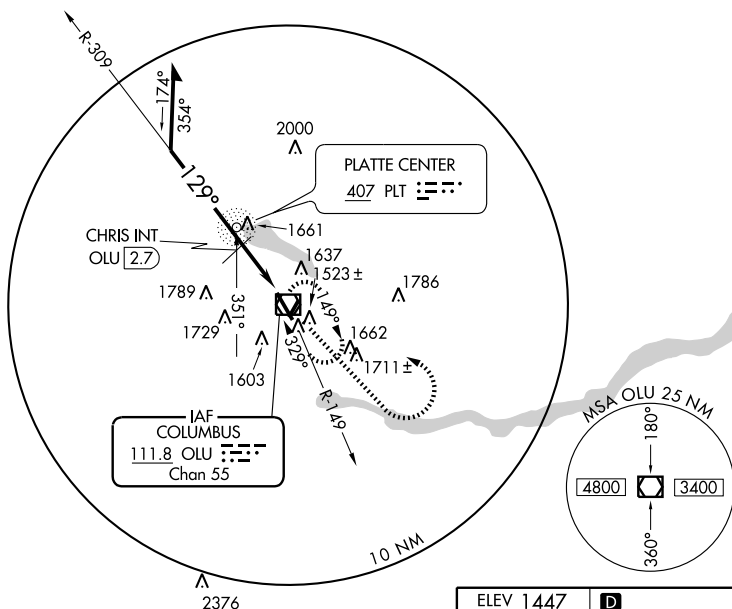
MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

AWOS-3
125.525

MINNEAPOLIS CENTER
128.75 346.3

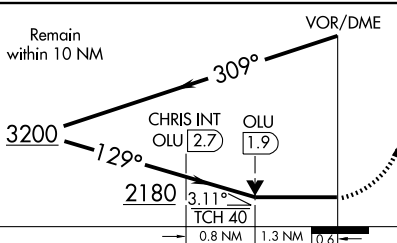
UNICOM
123.05 (CTAF) **0**

A 3729



Maximum entry altitude 6000 at OLU VOR/DME.

Remain
within 10 NM



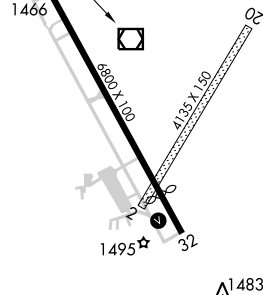
3200
↑

OLU
□

ELEV 1447 **D**

A5 TDZE
1447

129° to OLU
VOR/DME



REIL Rwy 32 **0**
MIRL Rwy 14-32 **0**

CATEGORY	A	B	C	D
S-14	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 733 (800-2 1/4)
CIRCLING	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 733 (800-2 1/4)
CHRIS FIX MINIMUMS				
S-14	1900-1 453 (500-1)		1900-1 453 (500-1 1/4)	1900-1 453 (500-1 1/2)
CIRCLING	1940-1 493 (500-1)		1940-1 493 (500-1 1/2)	2040-2 593 (600-2)

VOR/DME OLU 111.8 Chan 55	APP CRS 330°	Rwy Idg TDZE Apt Elev	5850 1442 1447
-----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

VOR RWY 32

COLUMBUS MUNI (OLU)



MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3
125.525

MINNEAPOLIS CENTER
128.75 346.3

UNICOM
123.05 (CTAF) **0**

△ 3729

IAF
COLUMBUS
111.8 OLU
Chan 55

△ 2000
△ 1636
△ 1523±
△ 1786
△ 1789
△ 1570±
△ 1729
△ 1603
JUMUS
OLU **2**
△ 1662
△ 1711±
△ 1679±
△ 1749±
R 150
330°
105°
285°

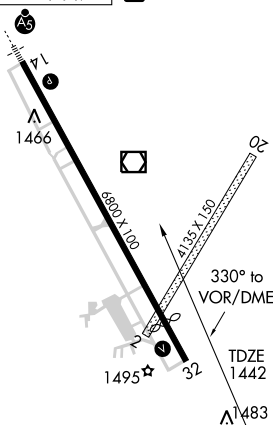
10 NM

△ 2376

MSA OLU 25 NM
180°
360°
4800
3400

ELEV 1447

D



3500



OLU

VOR/DME

Remain
within 10 NM

VGSI and descent
angles not coincident.

150°
330°
3200
2080
OLU **1.4**
JUMUS
OLU **2**
TCH 44
1 NM 0.6 NM

CATEGORY	A	B	C	D
S-32	2080-1	638 (700-1)	2080-1¾ 638 (700-1¾)	2080-2 638 (700-2)
CIRCLING	2080-1	633 (700-1)	2080-1¾ 633 (700-1¾)	2080-2 633 (700-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¾ 378 (400-1¾)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

COLUMBUS MUNI (OLU) 1 NE UTC-6(-5DT) N41°26.88' W97°20.56'

1447 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 14-32: H6800X100 (CONC) S-43, D-58 MIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld displcd 950'. Bldg.

RWY 02-20: 4135X150 (TURF)

RWY 02: T-hangar.

RWY 20: P-lines.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-6800 TODA-6800 ASDA-6260 LDA-6260

RWY 32: TORA-6800 TODA-6800 ASDA-6800 LDA-5850

AIRPORT REMARKS: Attended daylight hours. For fuel after hrs ctc 402-276-5284. For svc after dark call 402-564-0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02-20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (402) 563-3895. HIWAS 111.8 OLU.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.4 122.2 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

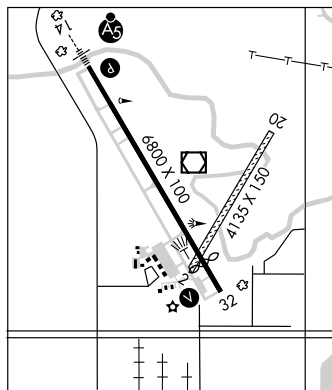
(L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' at fld. 1442/8E. HIWAS.

VOR/DME unusable:

310°-334°byd 18 NM blo 3,500'

PLATTE CENTER NDB (HW) 407 PLT N41°29.79' W97°22.91'

ILS 109.1 I-OLU Rwy 14. LOC only.



335°-309° byd 25 NM blo 3,500'.
141° 3.4 NM to fld.

COZAD MUNI (CZD) 1 NW UTC-6(-5DT) N40°52.18' W100°00.26'

2503 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 13-31: H5000X75 (CONC) S-30 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 31: PAPI(P2L)—GA 3.75° TCH 49'. Elevator.

RWY 18-36: 3000X300 (TURF)

RWY 18: Road.

RWY 36: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Jet A fuel serviced by truck. Rwy 18-36 marked with yellow cones. Rwy 18-36 not plowed winter months. ACTIVATE MIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

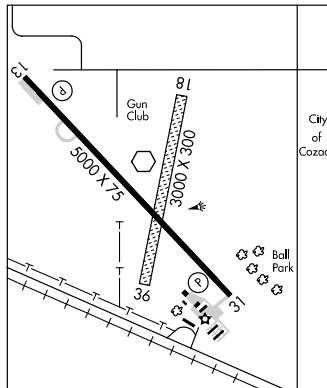
⑧ DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92' W100°44.83' 096° 35.4 NM to fld. 2964/11E. HIWAS.

(T) VORW 109.0 OZB N40°52.22' W100°00.23' at fld.

NOTAM FILE OLU.



OMAHA

H-5B, L-10H

IAP

City of Cozad

WAAS Ch 93707 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	5000 2503 2503
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RNAV (GPS) RWY 13

COZAD MUNI (CZD)

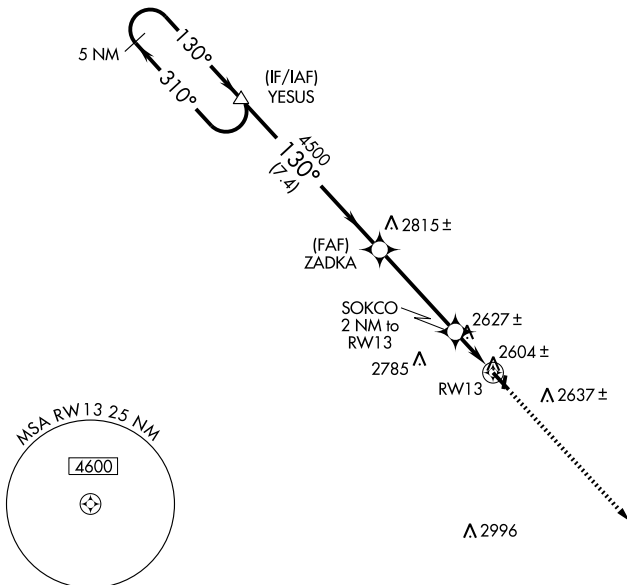
▽ Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.
△ NA Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility $\frac{1}{4}$ mile all CATs, increase all MDAs 80 feet and circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 5500 direct
TOKKU and hold.

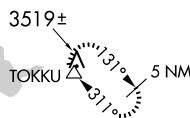
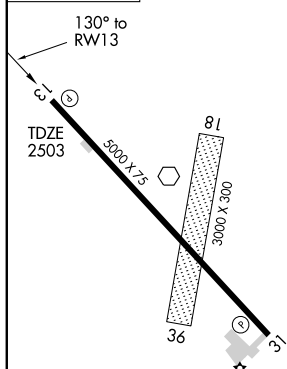
LEXINGTON AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



ELEV 2503



5 NM Holding Pattern				
YESUS				
ZADKA				
SOKCO 2 NM to RW13				
RW13				
*INAV only.				
5000				
310°				
130°				
GS 3.00°				
TCH 52				
4500				
*3180				
7.4 NM				
4 NM				
2 NM				
CATEGORY	A	B	C	D
LPV DA	2875-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	2913-1½	410 (500-1½)		NA
LNAV MDA	2920-1	417 (500-1)	2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

MIRA Rwy 13-31 0

RNAV (GPS) RWY 31

COZAD MUNI (CZD)

APP CRS 310°	Rwy Idg 5000
	TDZE 2501
	Apt Elev 2503

⚠ Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility $\frac{1}{4}$ mile and circling Cat C visibility $\frac{1}{4}$ mile.

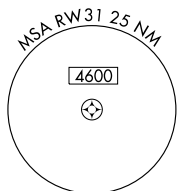
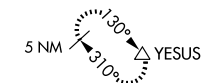
⚠ NA

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

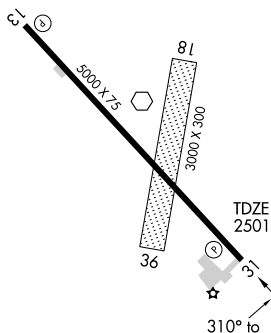
LEXINGTON AWOS-3
121.025

DENVER CENTER
132.7 397.85

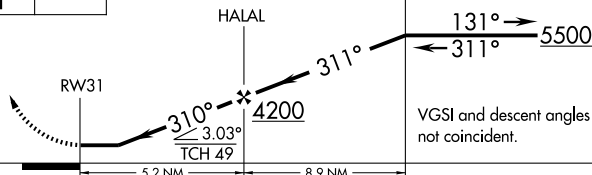
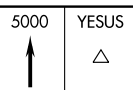
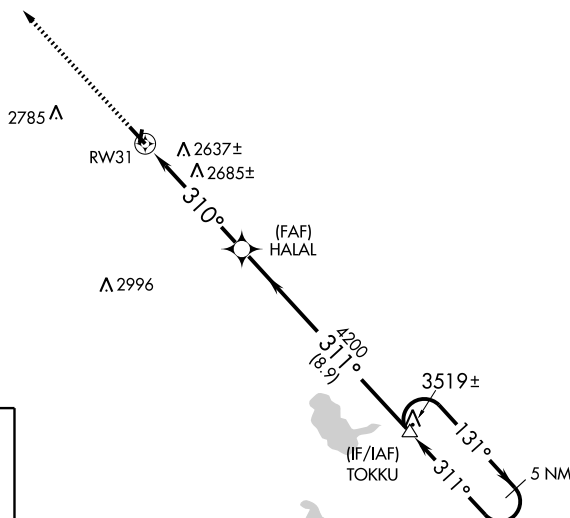
UNICOM
122.8 (CTAF) 0



ELEV 2503



MIRL Rwy 13-31 0



VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

VOR OZB 109.0	APP CRS 123°	Rwy Idg TDZE Apt Elev	5000 2502 2502
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VOR RWY 13
COZAD MUNI (CZD)

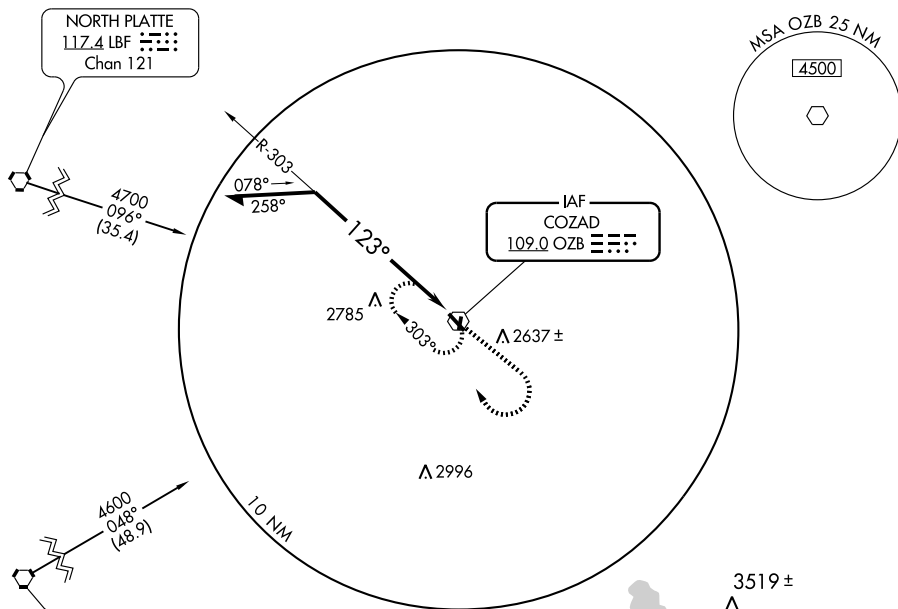
▼ Use Lexington altimeter setting; if not received, use North
▲ NA Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn
direct OZB VOR and hold.

LEXINGTON AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

VOR

4500



OZB
109.0

ELEV 2502

123°
to VOR

TDZE
2502



109.0

31

36

81

31

MIRL Rwy 13-31 0

CATEGORY	A	B	C	D
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

CREIGHTON MUNI (6K3) 1 E UTC-6(-5DT) N42°28.30' W97°53.09'OMAHA
L-12H

1653 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 13-31: H3700X60 (CONC) S-12 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. P-lines.

RWY 18-36: 2100X200 (TURF)

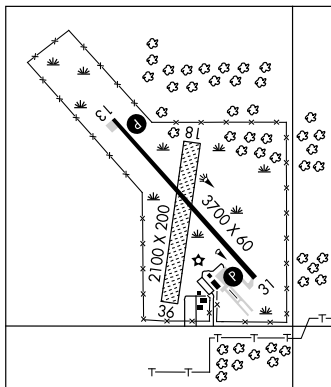
RWY 18: Fence. RWY 36: Road.

AIRPORT REMARKS: Unattended. For fuel call 402-358-5252. 24 hr credit card system. For MIRL Rwy 13-31 after 0500Z†

ACTIVATE—CTAF. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 213° 34.7 NM to fld. 1301/7E.

**CRETE MUNI** (CEK) 2 E UTC-6(-5DT) N40°37.10' W96°55.54'

OMAHA

1500 B S4 FUEL 100LL, JET A, MOGAS

NOTAM FILE OLU

RWY 17-35: H4201X75 (CONC) S-28, D-48 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 13-31: 3370X150 (TURF)

RWY 13: Tree.

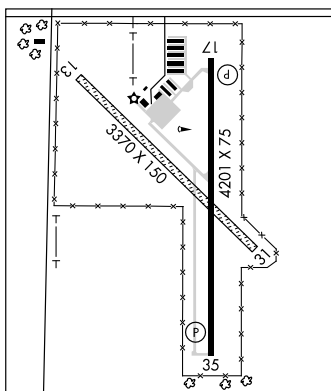
AIRPORT REMARKS: Attended 1400-0000Z†. For svc after hrs 402-826-3912. Parachute Jumping.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ LINCOLN APP/DEP CON 124.0 (1130-0600Z†).

⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†).

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 196° 20.2 NM to fld. 1370/9E.

L-101
IAP**CREVE** N41°48.16' W103°29.93' NOTAM FILE BFF.

CHEYENNE

NDB (LOM) 263 BF 304° 6.1 NM to Western Neb Rgnl/William B. Heilig Fld. Unmonitored.

CURTIS MUNI (47V) 2E UTC-6(-5DT) N40°38.33' W100°28.37'OMAHA
L-10H

2678 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H3402X60 (ASPH) S-12 MIRL

RWY 17-35: 2200X100 (TURF)

RWY 17: Fence. RWY 35: P-line.

AIRPORT REMARKS: Attended May-Sept Mon-Fri 1400-2300Z†. For fuel after hrs and unattended days call arpt manager 308-367-8772. Rwy 17-35 marked with yellow cones. ACTIVATE MIRL Rwy 12-30—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24' W100°55.42' 051° 23.4 NM to fld. 3010/11E.

CUSTER COUNTY N41°29.04' W99°41.34' NOTAM FILE BBW.OMAHA
L-12H

(L)VORW/DME 108.2 CUZ Chan 19 135° 3.6 NM to Broken Bow Muni. 2850/8E.

WAAS CH 63107 W17A	APP CRS 175°	Rwy Idg TDZE 1500 Apt Elev 1500
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RNAV (GPS) RWY 17

CRETE MUNI (CEK)

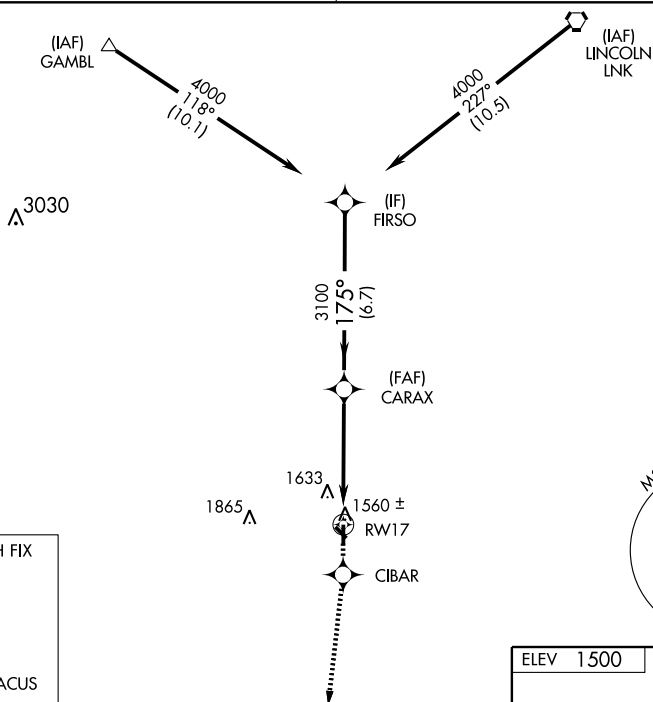
▼ Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

▲ NA

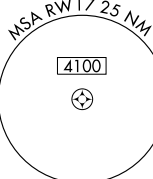
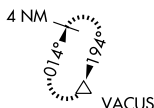
MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★
124.0 270.3

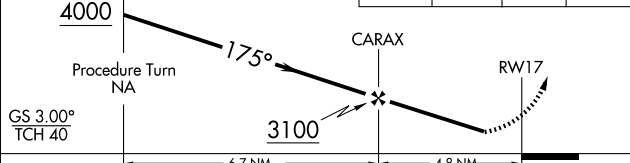
UNICOM
122.8 (CTAF)



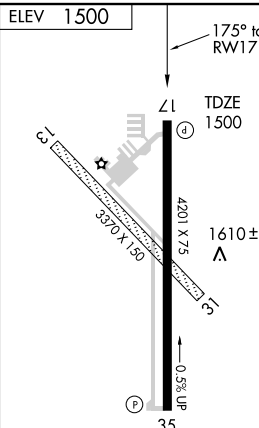
MISSED APCH FIX



VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1875-1¼	375 (400-1¼)	NA	NA
LNAV/VNAV DA	2051-2	551 (600-2)	NA	NA
LNAV MDA	2080-1	580 (600-1)	NA	NA
CIRCLING	2140-1	640 (700-1)	NA	NA



REIL Rwy 35
MIRL Rwy 17-35

WAAS CH 77708 W35A	APP CRS 355°	Rwy Ldg TDZE Apt Elev	4201 1498 1500
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RNAV (GPS) RWY 35

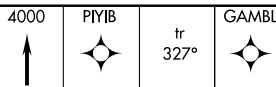
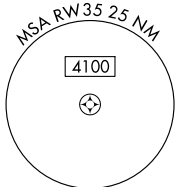
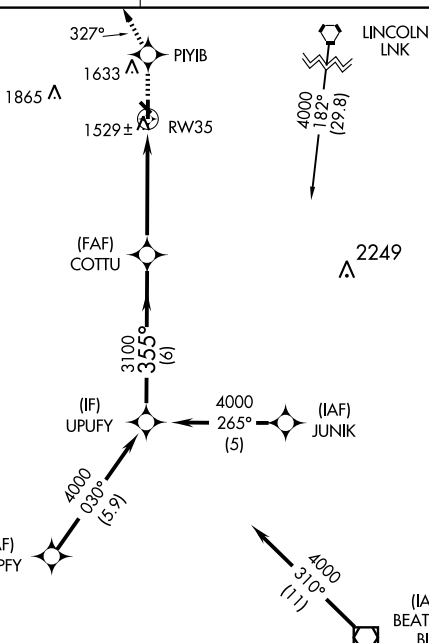
CRETE MUNI (CEK)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

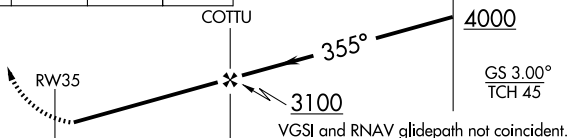
MISSED APPROACH: Climb to 4000 direct PIYB and via 327° track to GAMBL and hold.

LINCOLN APP CON *
124.0 270.3

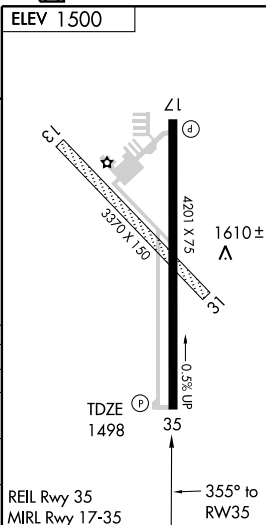
UNICOM
122.8 (CTAF)



Procedure
Turn
NA



CATEGORY	A	B	C	D
LPV DA	1824-1¼	326 (400-1¼)	NA	NA
LNAV/VNAV DA	1855-1¼	357 (400-1¼)	NA	NA
LNAV MDA	2040-1	542 (600-1)	NA	NA
CIRCLING	2140-1	640 (700-1)	NA	NA





VORTAC LNK
116.1
Chan **108**

APP CRS
196°

Rwy Idg	4201
TDZE	1500
Apt Elev	1500

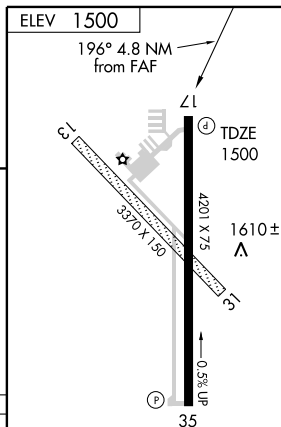
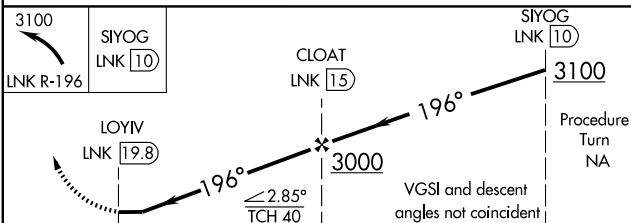
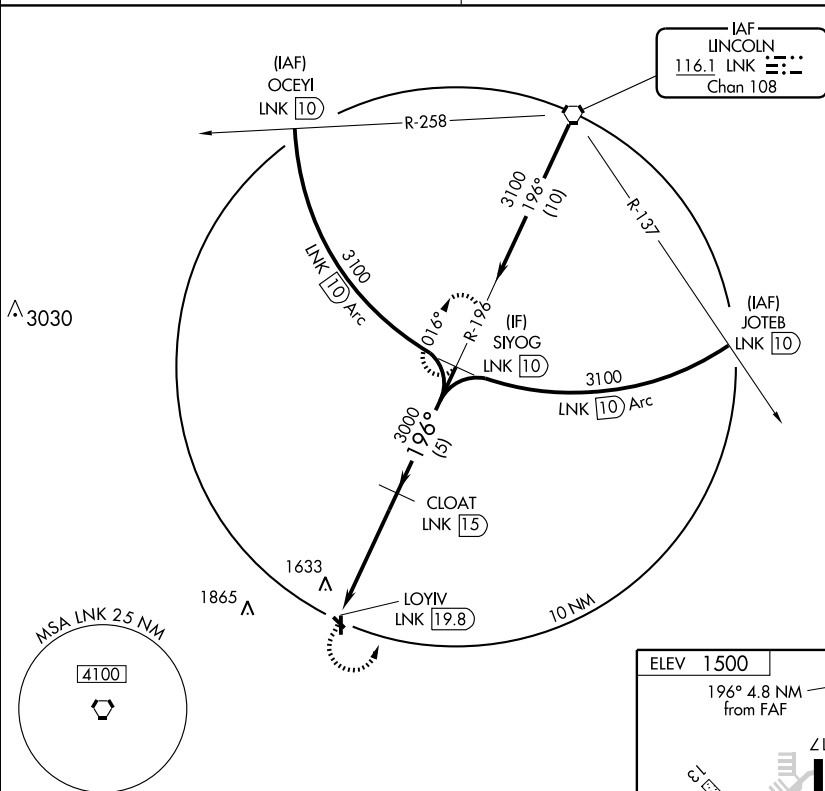
VOR/DME RWY 17
CRETE MUNI (CEK)

 Use Lincoln altimeter setting; when not received, use
 NA Beatrice altimeter setting. Visibility reduction by
 helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

LINCOLN APP CON★
124.0 270.3

UNICOM
122.8 (CTAF)



	← 4.8 NM →		← 5 NM →		
CATEGORY	A	B	C	D	
S-17	2080-1	580 (600-1)	NA		
CIRCLING	2140-1	640 (700-1)	NA		

REIL Rwy 35
MIRL Rwy 17-35

VORTAC LNK	APP CRS	Rwy Idg	4201
<u>116.1</u>	015°	TDZE	1497
Chan 108		Apt Elev	1499

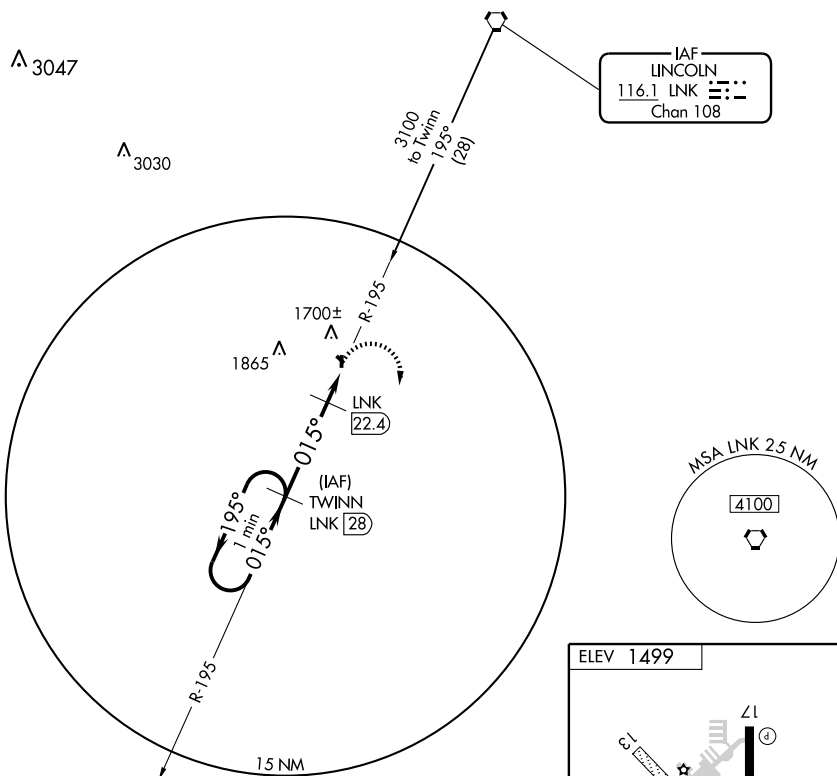
VOR/DME RWY 35
CRETE MUNI (CEK)

T
A NA Use Lincoln altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

LINCOLN APP CON ★
124.0 270.3

UNICOM
122.8 (CTAF)



One Minute Holding Pattern

TWINN
LNK 28

3100

TWINN
LINK 

$$3100 \xleftarrow{195^\circ} \frac{\quad}{0150}$$

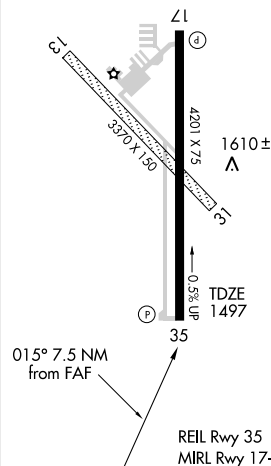
015°.

22.4)

--	--

CATEGORY	A	B	C	D
S-35	2080-1	583 (600-1)	NA	
CIRCLING	2140-1	641 (700-1)	NA	

ELEV 1499



CRETE, NEBRASKA
Amdt 3B 10266

40°37'N-96°56'W

CRETE MUNI (CEK)
VOR/DME RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

DARR N40°50.67' W99°51.37' NOTAM FILE LXN.
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA
L-10H

DAVID CITY MUNI (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA
L-10I, 12I
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

AIRPORT REMARKS: Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

COMMUNICATIONS: CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.
HIWAS.

DAWES N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA
L-10I
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.

HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA
L-10I
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

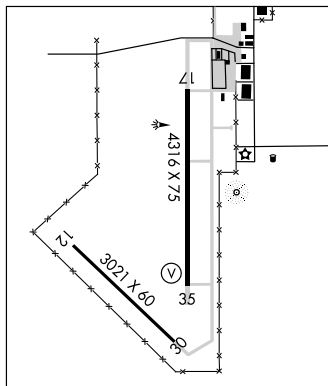
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.

NOTAM FILE OLU.



WAAS CH 69315 W14A	APP CRS 141°	Rwy Idg 3600 TDZE 1617 Apt Elev 1617
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 14

DAVID CITY MUNI (93Y)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

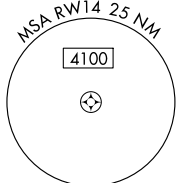
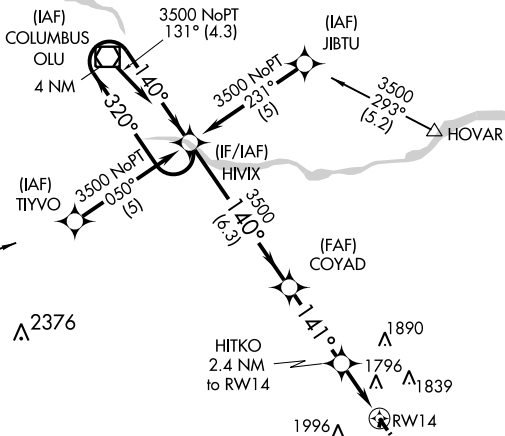
MISSED APPROACH:
 Climb to 3500 direct
 NOYIT and hold.

COLUMBUS AWOS-3
125.525

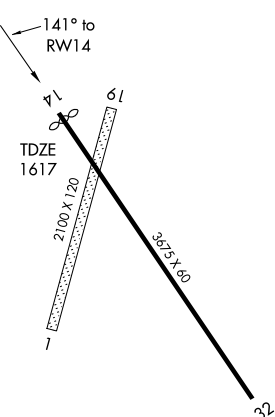
LINCOLN APP CON
124.0 270.3

CTAF
122.9

Procedure NA for arrivals
 at OLU VOR/DME via
 V71 northwest bound.



ELEV 1617



MIRL Rwy 14-32

MISSED APCH FIX

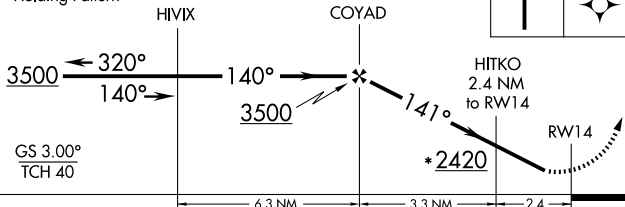


4 NM
 Holding Pattern

* LNAV Only

3500

NOYIT



CATEGORY	A	B	C	D
LPV DA	1971-1¼	354 (400-1¼)	NA	
LNAV/VNAV DA	2174-2	557 (600-2)	NA	
LNAV MDA	2120-1	503 (600-1)	NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

WAAS CH 50315 W32A	APP CRS 321°	Rwy Idg TDZE 1617 Apt Elev 1617
----------------------------------------	------------------------	-----------------------------------------------------

RNAV (GPS) RWY 32

DAVID CITY MUNI (93Y)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting;
 ▲ NA when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet;
 increase LPV visibility ¼ mile all Cats.

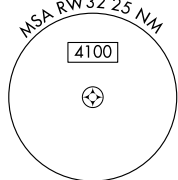
MISSED APPROACH:
 Climb to 3500 direct
 HIXV and hold.

COLUMBUS AWOS-3
125.525

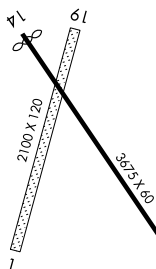
LINCOLN APP CON
124.0 270.3

CTAF
122.9

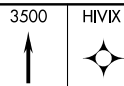
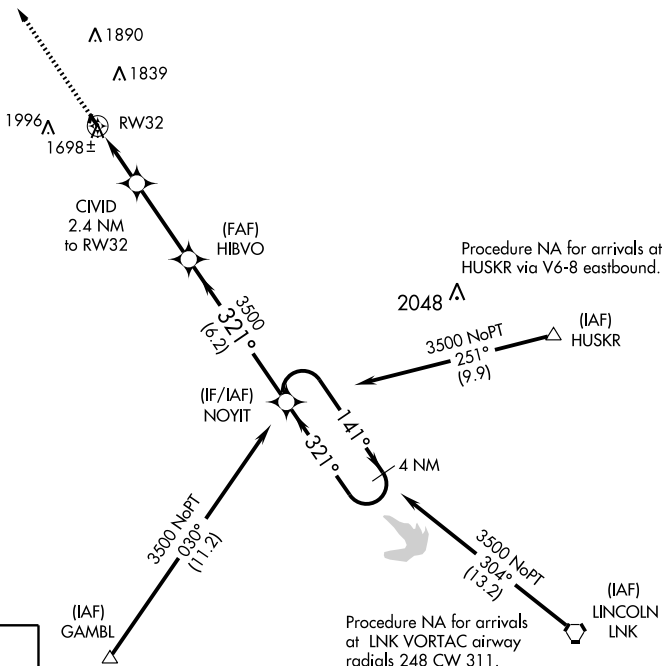
MISSED APCH FIX



ELEV 1617



MIRL Rwy 14-32

321° to
RW32

* LNAV Only

CIVID
2.4 NM
to RW32

* 2420

RW32

2.4

3.3 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	1929-1	312 (400-1)	NA	
LNAV/VNAV DA	2080-1¾	463 (500-1¾)	NA	
LNAV MDA	2020-1	403 (500-1)	NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

VOR/DME OLU
111.8
Chan **55**

APP CRS
315°

Rwy Idg **3675**
TDZE **1617**
Apt Elev **1617**

VOR/DME RWY 32
DAVID CITY MUNI (93Y)

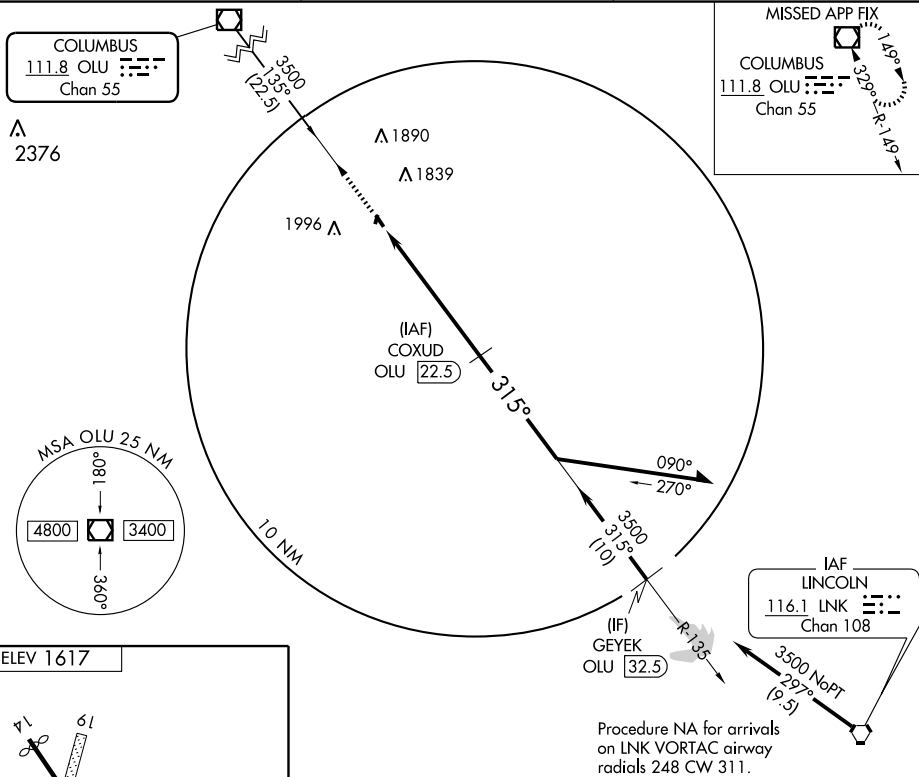
▼ Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

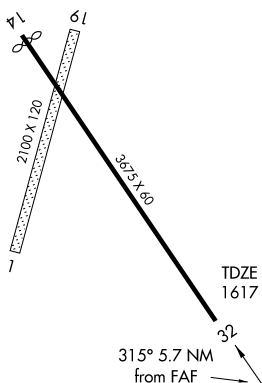
COLUMBUS AWOS-3
125.525

LINCOLN APP CON
124.0 270.3

CTAF
122.9



ELEV 1617



3500
↑
OLU
111.8

COXUD
OLU [22.5]

Remain within 10NM

135°

315°

3500

315°

3500

3.06°
TCH 40

5.7 NM

CATEGORY	A	B	C	D
S-32	2200-1	583 (600-1)	NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

MIRL Rwy 14-32

DARR N40°50.67' W99°51.37' NOTAM FILE LXN.
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA
L-10H

DAVID CITY MUNI (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA
L-10I, 12I
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

AIRPORT REMARKS: Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

COMMUNICATIONS: CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.
HIWAS.

DAWES N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA
L-10I
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.
HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA
L-10I
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

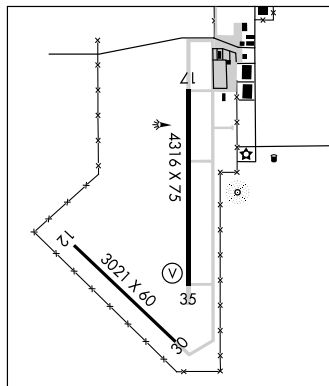
COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.
NOTAM FILE OLU.



NDB FBY 293	APP CRS 186°	Rwy Idg TDZE Apt Elev	N/A N/A 1479
-----------------------	------------------------	-----------------------------	-----------------------------------------

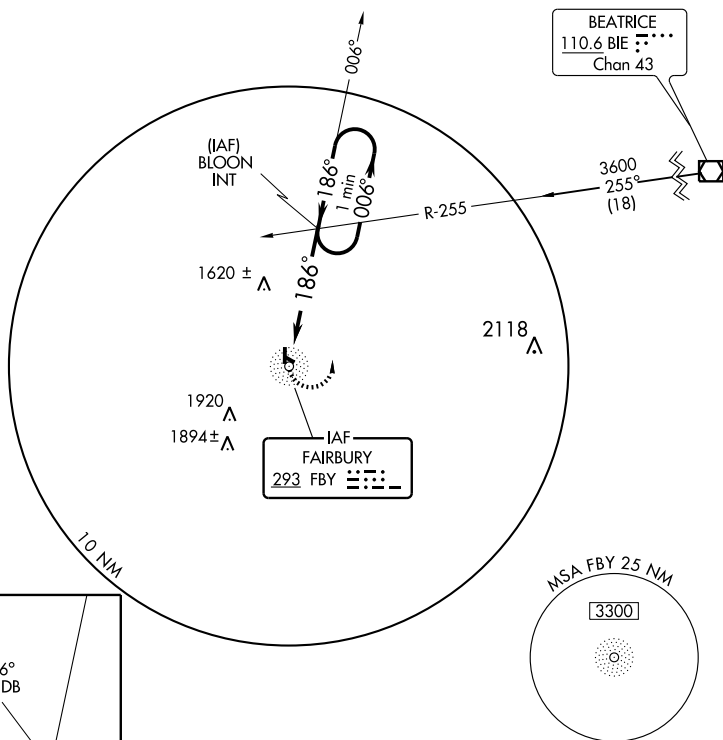
NDB-A
FAIRBURY MUNI (FBY)

▼ Use Hebron Muni altimeter setting.
▲ NA

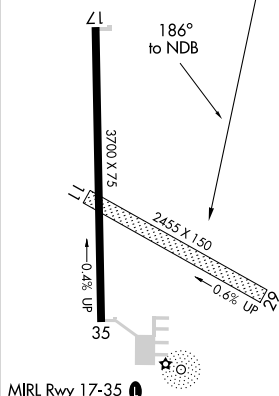
MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF) 0



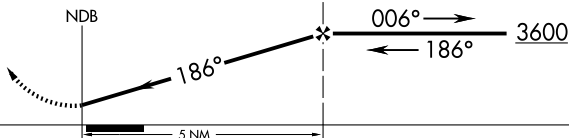
ELEV **1479**



3600
FBY
BRG 006°

BLOON
INT

One Minute
Holding Pattern



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2000-1 521 (600-1)	2040-1 561 (600-1)	NA	NA

FAIRBURY, NEBRASKA

Amdt 3A 08213

40° 11' N-97° 10' W

FAIRBURY MUNI (FBY)

NDB-A

WAAS CH 77608 W17A	APP CRS 174°	Rwy Idg 3700 TDZE 1479 Apt Elev 1479
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 17

FAIRBURY MUNI (FBY)

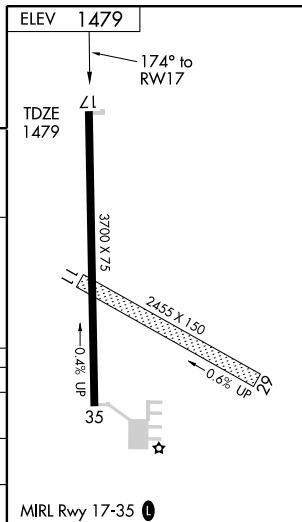
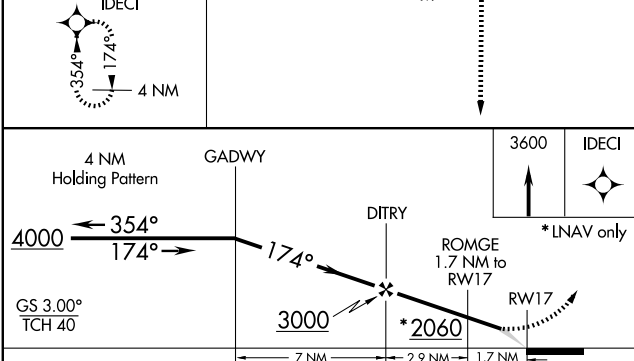
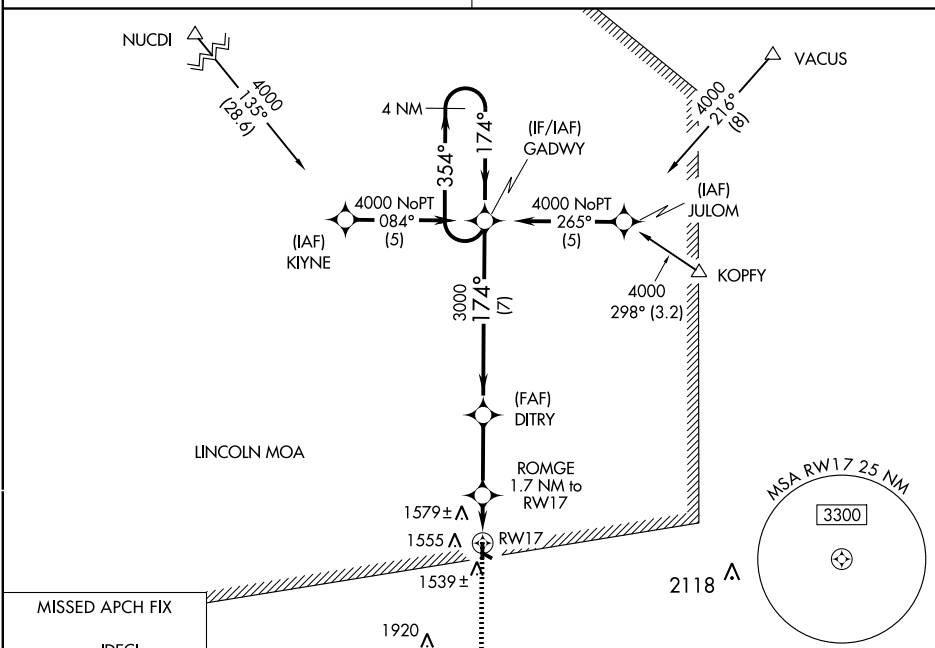
▼ DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.

▲ NA

MISSED APPROACH: Climb to 3600 direct IDECI and hold.

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF)



WAAS CH 65808 W35A	APP CRS 354°	Rwy Idg 3700 TDZE 1477 Apt Elev 1479
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 35
FAIRBURY MUNI (FBY)

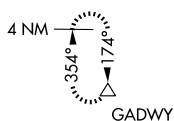
T DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities $\frac{1}{4}$ mile; increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000
direct GADWY and hold.

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF) **L**

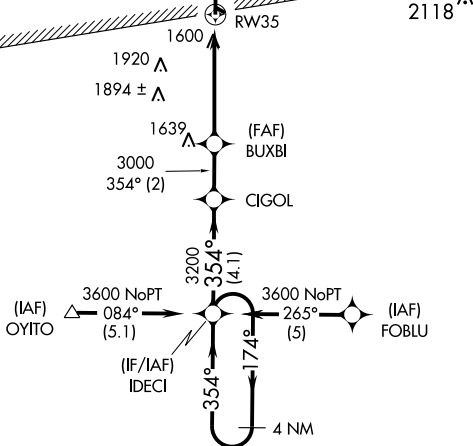
MISSED APCH FIX



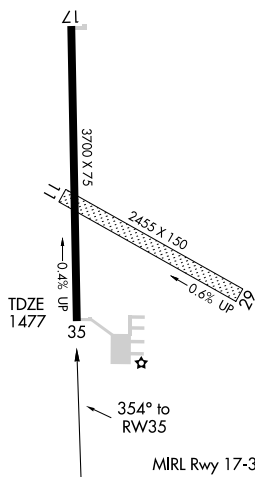
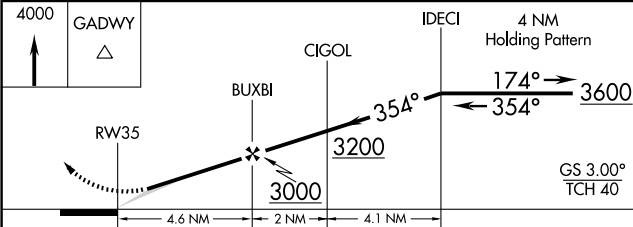
LINCOLN MOA

BEATRICE

3600
212°
(23.1)



ELEV 1479

MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

FAIRBURY, NEBRASKA
Orig 08213

40° 11' N-97° 10' W

FAIRBURY MUNI (FBY)
RNAV (GPS) RWY 35

NC-2, 23 SEP 2010 to 21 OCT 2010

DARR N40°50.67' W99°51.37' NOTAM FILE LXN.
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA
L-10H

DAVID CITY MUNI (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA
L-10I, 12I
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

AIRPORT REMARKS: Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

COMMUNICATIONS: CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.
HIWAS.

DAWES N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA
L-10I
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.
HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA
L-10I
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

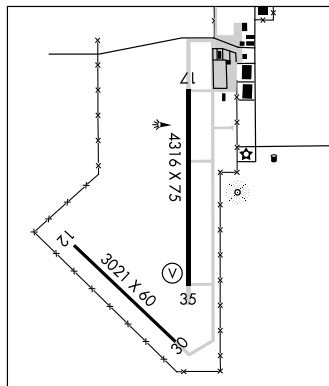
COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.
NOTAM FILE OLU.



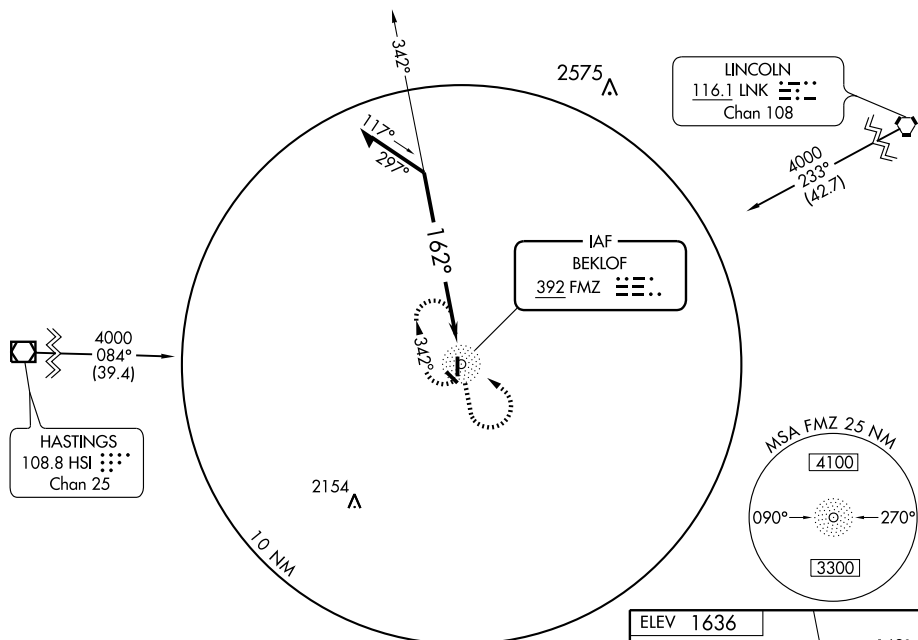
NDB FMZ
392APP CRS
162°Rwy ldg **4316**
TDZE **1636**
Apt Elev **1636****NDB RWY 17**

FAIRMONT STATE AIRFIELD (FMZ)

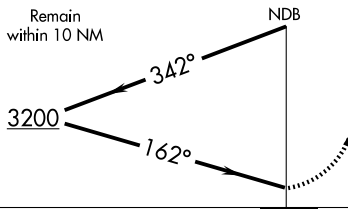


NA

Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn
direct FMZ NDB and hold.AWOS-3
124.175MINNEAPOLIS CENTER
119.4 278.8CTAF
122.9

Procedure NA for Arrivals at HSI VOR/DME on Airway
Radials 037 CW 096 and for Arrivals at LNK VORTAC
on Airway Radials 190 CW 258.

Remain
within 10 NM

3200

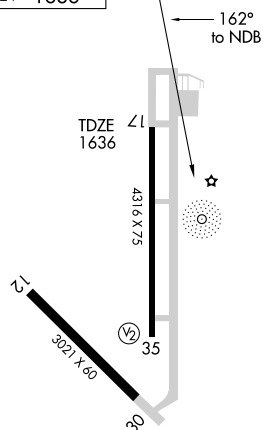


FMZ



392

ELEV 1636



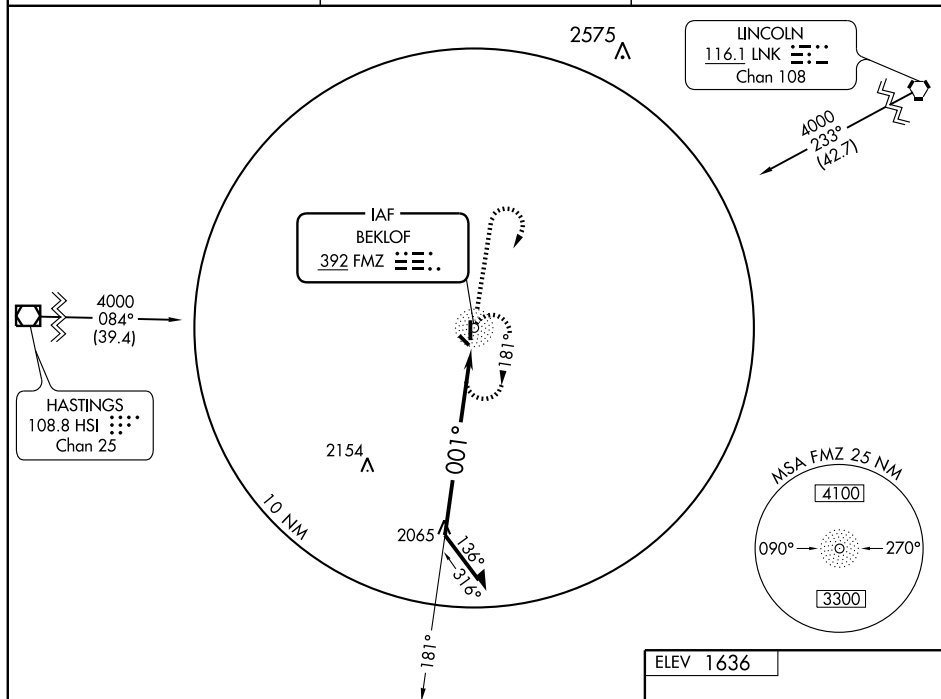
MRL Rwy 17-35

NDB FMZ 392	APP CRS 001°	Rwy ldg TDZE Apt Elev	4316 1635 1636
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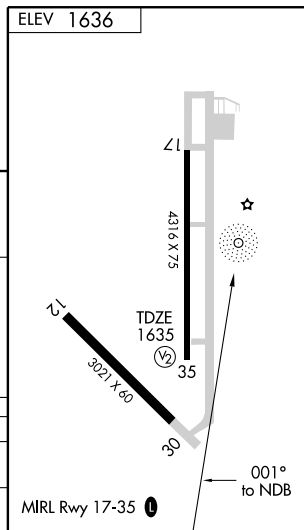
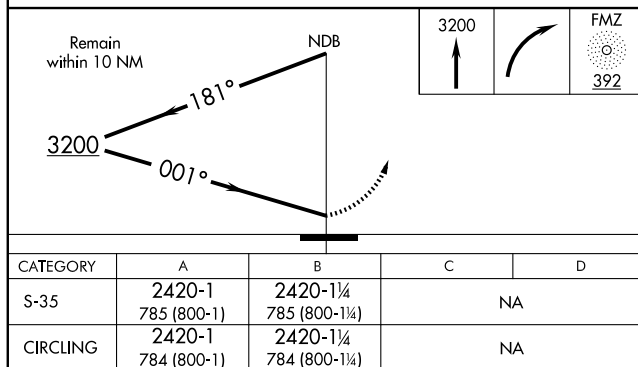
NDB RWY 35

FAIRMONT STATE AIRFIELD (FMZ)

V NA	Use York altimeter setting.	MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.
AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096
and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



WAAS CH 69414 W17A	APP CRS 173°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 17

FAIRMONT STATE AIRFIELD (FMZ)



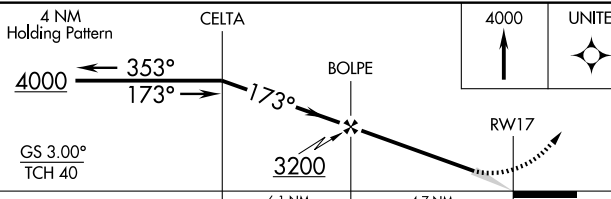
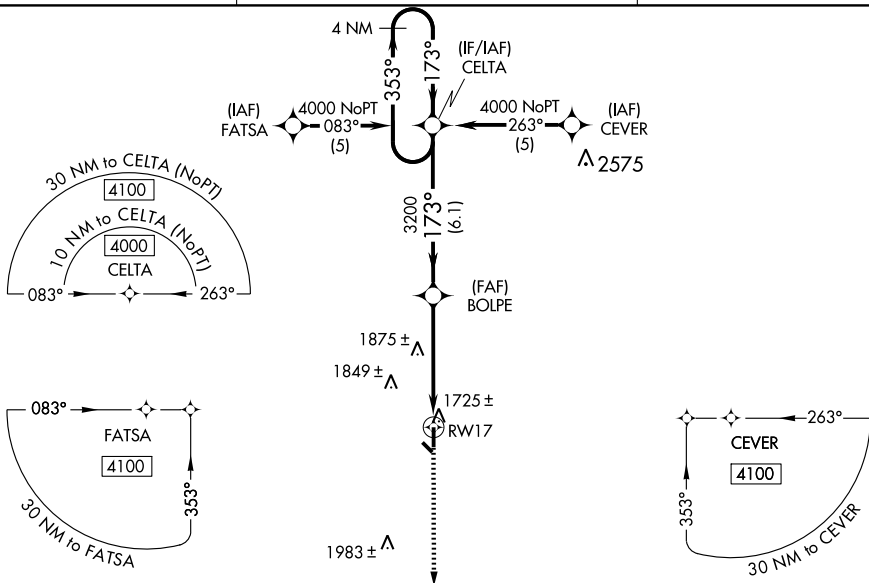
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct UNITE and hold.

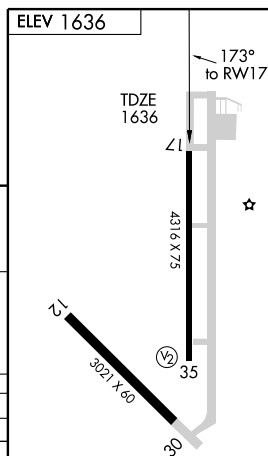
AWOS-3
124,175

MINNEAPOLIS CENTER
119.4 278.8

CTAF
122.9



CATEGORY		A	B	C	D
LPV	DA	1934-1	298 (300-1)	NA	
LNAV/VNAV	DA	2043-1½	407 (500-1½)	NA	
LNAV MDA		2240-1	604 (700-1)	NA	
CIRCLING		2240-1	604 (700-1)	NA	

MIRL Rwy 17-35 **L**

WAAS CH 93614 W35A	APP CRS 353°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636
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RNAV (GPS) RWY 35

FAIRMONT STATE AIRFIELD (FMZ)

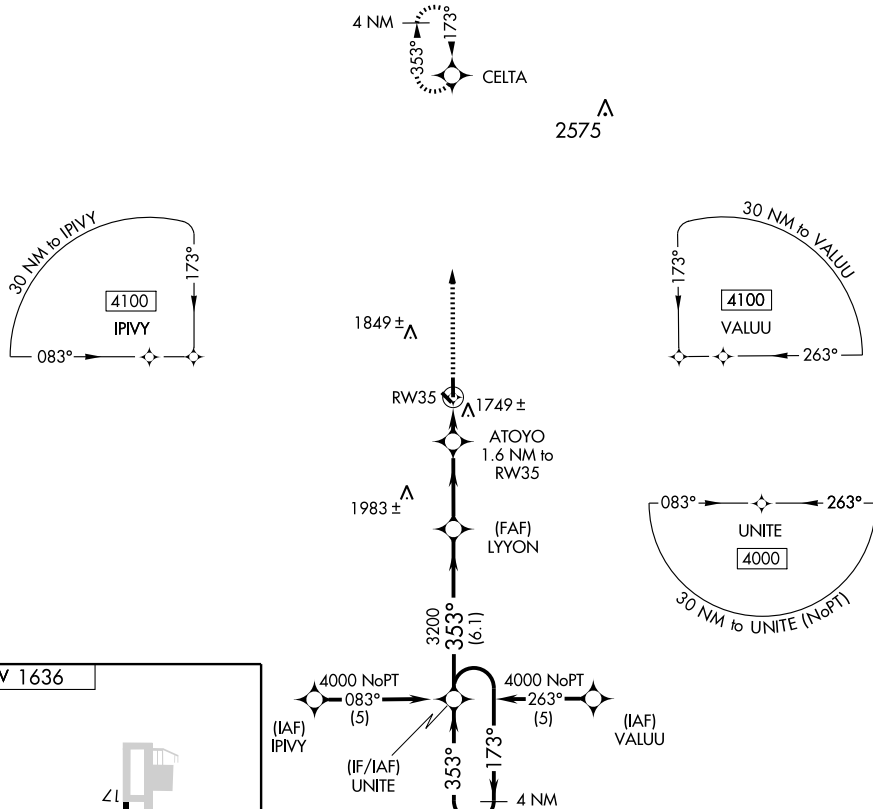
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility $\frac{1}{4}$ mile. Baro-VNAV N/A.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

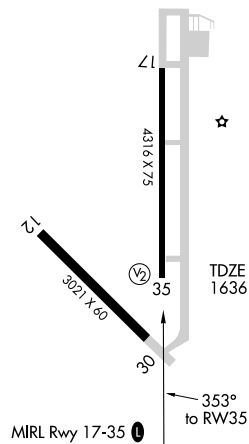
AWOS-3
124.175



MINNEAPOLIS CENTER
119.4 278.8

CTAF
122.9 0



ELEV 1636



4000 ↑		CELTA 		UNITE		4 NM Holding Pattern	
*LNAV only.		ATOYO 1.6 NM to RW35		LYON		173° → 4000 ← 353°	
RW35 		*2180		3200		GS 3.00° TCH 40	
1.6 NM		3.1 NM		6.1 NM			
CATEGORY	A	B	C	D			
LPV DA	1934-1	298 (300-1)	NA				
LNAV/VNAV DA	2094-1 ³ / ₄	458 (500-1 ³ / ₄)	NA				
LNAV MDA	2060-1	424 (500-1)	NA				
CIRCLING	2120-1	484 (500-1)	NA				

FALLS CITY

BRENNER FLD (FNB) 1 NE UTC-6(-5DT) N40°04.73' W95°35.52'984 B S2 **FUEL** 100LL TPA-1784(800) NOTAM FILE FNB

RWY 14-32: H3999X60 (CONC) S-30, D-48 MIRL

RWY 14: PAPI(P2L)-GA 3.0° TCH 24'.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended 1400-2300Z±. For svc after hrs call 402-245-3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 119.27 (402) 245-5948.**COMMUNICATIONS:** CTAF/UNICOM 122.8

PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

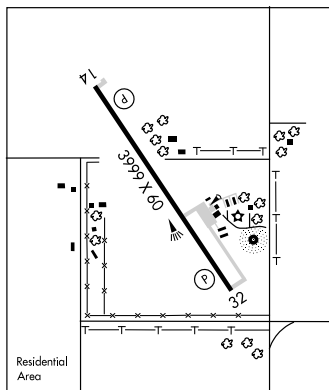
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05'

W95°25.38' 326° 15.7 NM to fld. 1126/4E.

NDB (MHW) 404 FNB N40°04.58' W95°35.21' at fld.

NOTAM FILE FNB.

**FARINGTON FLD** (See AUBURN)**FLICK** N41°24.11' W95°53.60'. NOTAM FILE OMA.

NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

FLYING V (See UTICA)**FREMONT MUNI** (FET) 2 NW UTC-6(-5DT) N41°26.95' W96°31.21'1204 B S4 **FUEL** 100LL, JET A TPA-2004(800) NOTAM FILE FET

RWY 14-32: H5500X100 (ASPH-CONC) S-28, D-48 MIRL

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Pole.

RWY 32: PAPI(P2L)-GA 3.0° TCH 40' Thld displcd 850'. Road.

Rgt tfc.

RWY 01-19: H2444X50 (ASPH) S-12.5

RWY 01: Thld displcd 470' Road.

RWY 19: Thld displcd 600'. Tree. Rgt tfc.

RWY DECLARED DISTANCE INFORMATION

RWY 01: TORA-1974 TODA-1974 ASDA-2444 LDA-1844

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 19: TORA-1844 TODA-1844 ASDA-2284 LDA-1844

RWY 32: TORA-5500 TODA-5500 ASDA-5500 LDA-4650

AIRPORT REMARKS: Attended 1300-0200Z±. For attendant after hrs call 402-727-4665/9341. Rwy 14-32 S 3190' asph; 100' wide.

ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32-CTAF.

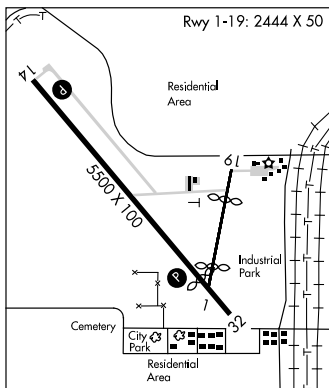
WEATHER DATA SOURCES: AWOS-3 121.275 (402) 727-9135.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

W96°44.52' 009° 33.1 NM to fld. 1370/9E.

**GARDEN CO** (See OSHKOSH)**GENOA MUNI** (97Y) 3 SE UTC-6(-5DT) N41°24.25' W97°42.52'1570 **FUEL** 100LL TPA-2370(800) NOTAM FILE OLU

RWY 11-29: 2500X75 (TURF)

RWY 11: Road. RWY 29: Fence.

AIRPORT REMARKS: Unattended. For fuel call 402-933-6000 or 402-933-2324.**COMMUNICATIONS:** CTAF/UNICOM 122.8

OMAHA

L-101

IAP

OMAHA

OMAHA

H-5C, L-121

IAP

OMAHA

FNB NDB 404	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 984
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NDB-A

FALLS CITY/ BRENNER FIELD (FNB)

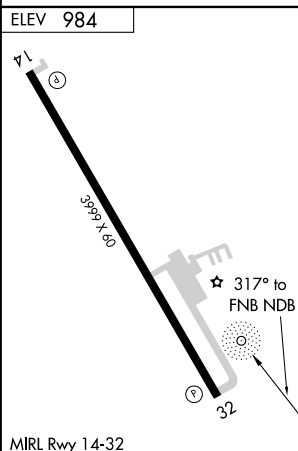
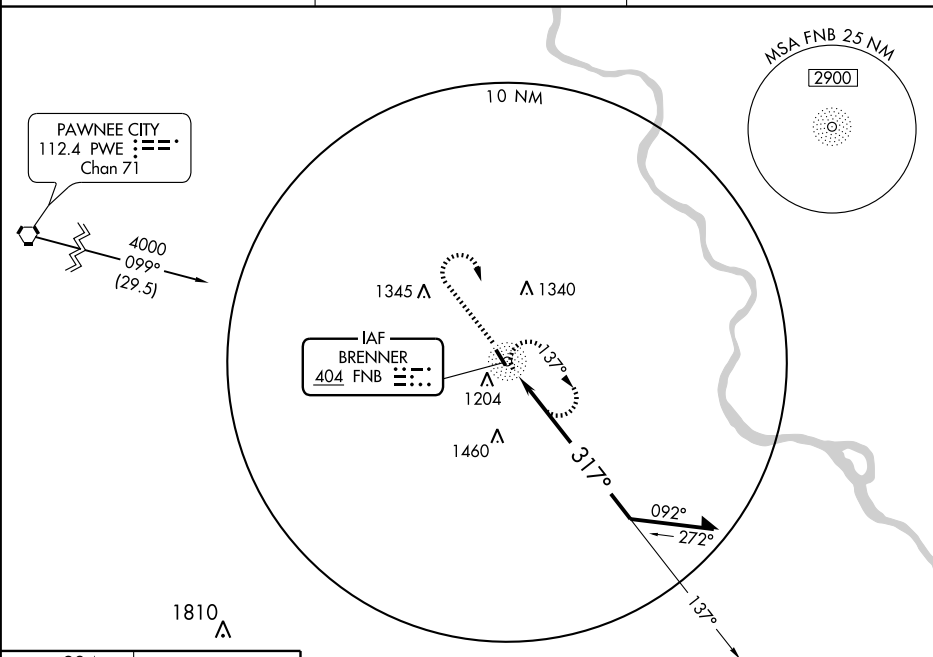


MISSED APPROACH: Climb to 2700 then right turn direct
FNB NDB and hold.

ASOS
119.27

COLUMBUS RADIO
122.1R

UNICOM
122.8 (CTAF)



2700		FNB 404	NDB	Remain within 10 NM
			137°	2700
			317°	
CATEGORY	A	B	C	D
CIRCLING	1580-1	596 (600-1)		NA

FALLS CITY, NEBRASKA

Amdt 3B 03247

FALLS CITY/ BRENNER FIELD (FNB)

40°05'N-95°36'W

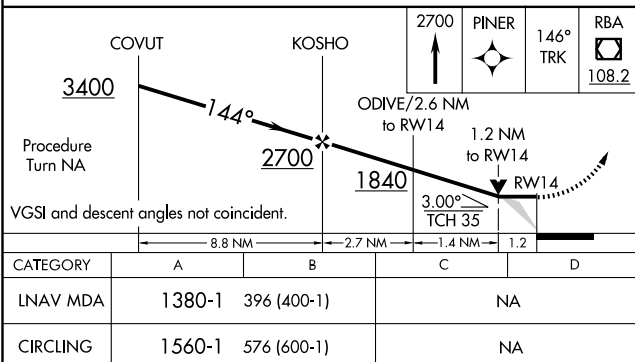
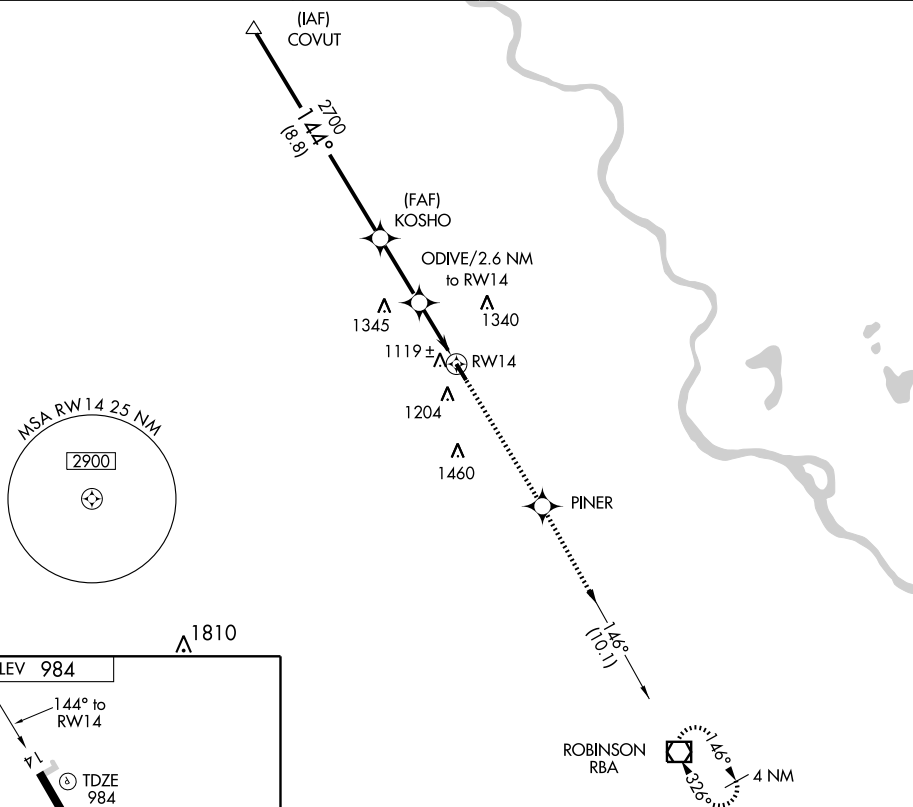
NDB-A

RNAV (GPS) RWY 14

FALLS CITY/ BRENNER FIELD (FNB)

APP CRS
144°Rwy Idg **3999**
TDZE **984**
Apt Elev **984**

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling Rwy 32 NA at night.MISSED APPROACH: Climb to 2700 direct PINER WP and
via 146° track to RBA VOR/DME and hold.ASOS
119.27COLUMBUS RADIO
122.1RUNICOM
122.8 (CTAF)

MIRL Rwy 14-32

FALLS CITY, NEBRASKA
Orig 06271

40°05'N-95°36'W

FALLS CITY/ BRENNER FIELD (FNB)

RNAV (GPS) RWY 14

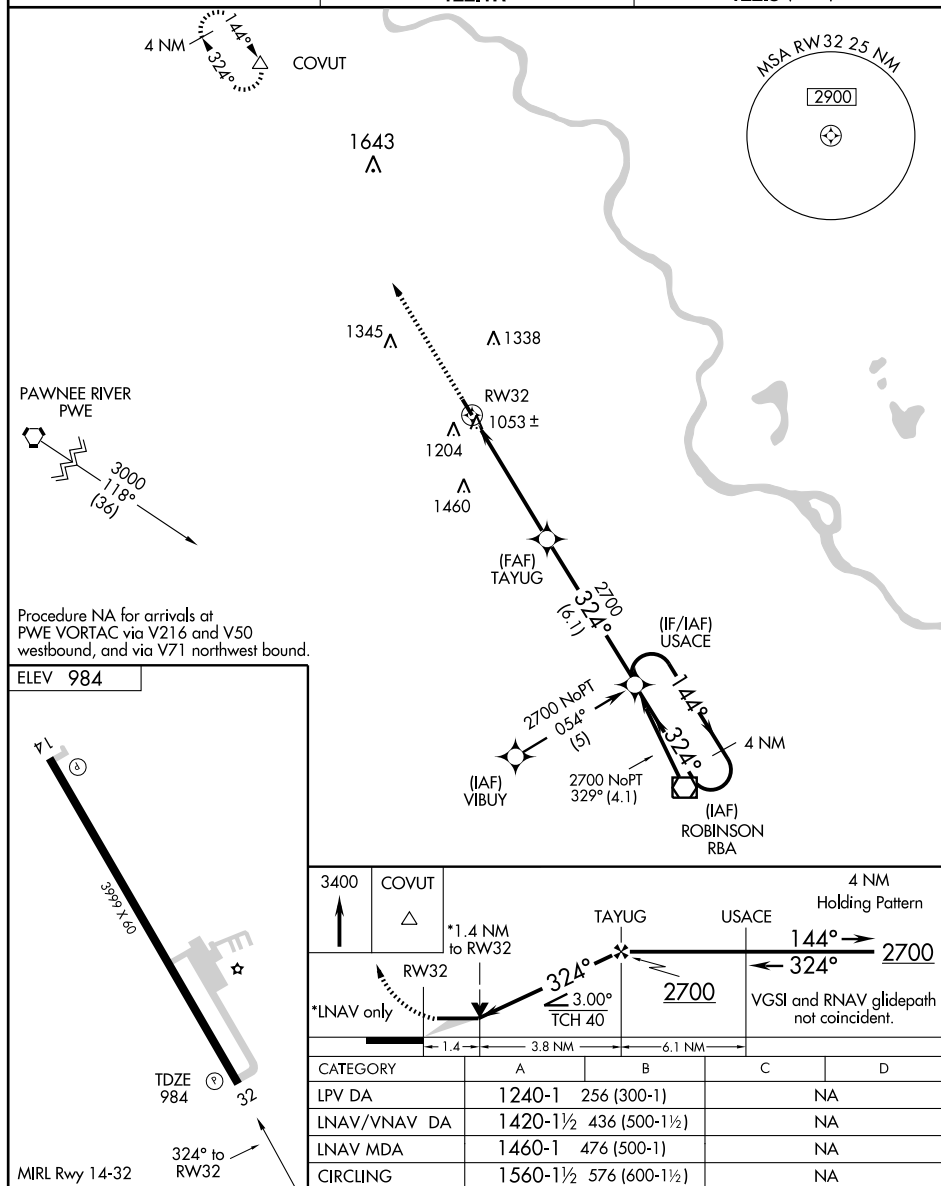
WAAS CH 45520 W32A	APP CRS 324°	Rwy Idg 3999 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 32

FALLS CITY/ BRENNER FIELD (FNB)

▼ Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
 ▲ VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting.
 ▲ If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

MISSED APPROACH: Climb to 3400 direct COVUT WP and hold.

ASOS
119.27COLUMBUS RADIO
122.1RUNICOM
122.8 (CTAF)

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

FALLS CITY

BRENNER FLD (FNB) 1 NE UTC-6(-5DT) N40°04.73' W95°35.52'984 B S2 **FUEL** 100LL TPA-1784(800) NOTAM FILE FNB

RWY 14-32: H3999X60 (CONC) S-30, D-48 MIRL

RWY 14: PAPI(P2L)-GA 3.0° TCH 24'.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended 1400-2300Z±. For svc after hrs call 402-245-3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.

WEATHER DATA SOURCES: ASOS 119.27 (402) 245-5948.**COMMUNICATIONS:** CTAF/UNICOM 122.8

PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

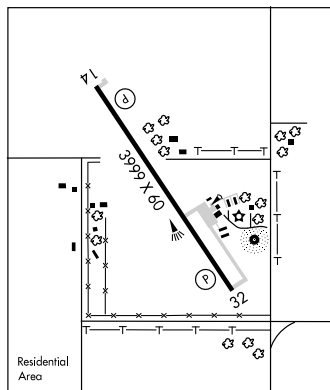
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05'

W95°25.38' 326° 15.7 NM to fld. 1126/4E.

NDB (MHW) 404 FNB N40°04.58' W95°35.21' at fld.

NOTAM FILE FNB.

**FARINGTON FLD** (See AUBURN)**FLICK** N41°24.11' W95°53.60'. NOTAM FILE OMA.

NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

FLYING V (See UTICA)**FREMONT MUNI** (FET) 2 NW UTC-6(-5DT) N41°26.95' W96°31.21'1204 B S4 **FUEL** 100LL, JET A TPA-2004(800) NOTAM FILE FET

RWY 14-32: H5500X100 (ASPH-CONC) S-28, D-48 MIRL

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Pole.

RWY 32: PAPI(P2L)-GA 3.0° TCH 40' Thld displcd 850'. Road.

Rgt tfc.

RWY 01-19: H2444X50 (ASPH) S-12.5

RWY 01: Thld displcd 470' Road.

RWY 19: Thld displcd 600'. Tree. Rgt tfc.

RWY DECLARED DISTANCE INFORMATION

RWY 01: TORA-1974 TODA-1974 ASDA-2444 LDA-1844

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 19: TORA-1844 TODA-1844 ASDA-2284 LDA-1844

RWY 32: TORA-5500 TODA-5500 ASDA-5500 LDA-4650

AIRPORT REMARKS: Attended 1300-0200Z±. For attendant after hrs call 402-727-4665/9341. Rwy 14-32 S 3190' asph; 100' wide.

ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32-CTAF.

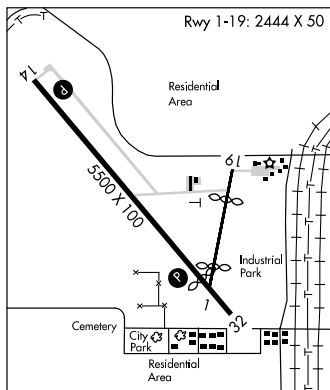
WEATHER DATA SOURCES: AWOS-3 121.275 (402) 727-9135.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

W96°44.52' 009° 33.1 NM to fld. 1370/9E.

**GARDEN CO** (See OSHKOSH)**GENOA MUNI** (97Y) 3 SE UTC-6(-5DT) N41°24.25' W97°42.52'1570 **FUEL** 100LL TPA-2370(800) NOTAM FILE OLU

RWY 11-29: 2500X75 (TURF)

RWY 11: Road. RWY 29: Fence.

AIRPORT REMARKS: Unattended. For fuel call 402-933-6000 or 402-933-2324.**COMMUNICATIONS:** CTAF/UNICOM 122.8

OMAHA

L-101

IAP

OMAHA

OMAHA

H-5C, L-121

IAP

OMAHA

WAAS CH 82403 W14A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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RNAV (GPS) RWY 14

FREMONT MUNI (FET)

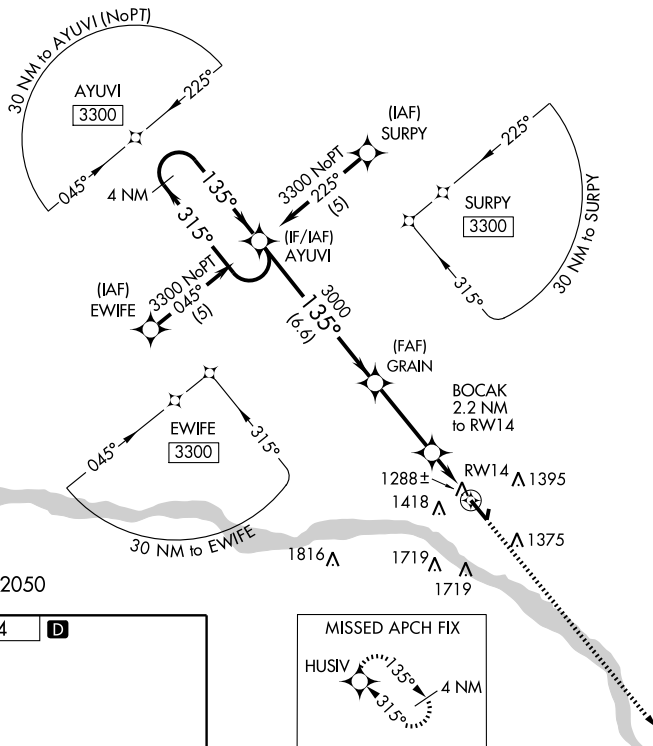
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSIV and hold.

AWOS-3
121.275

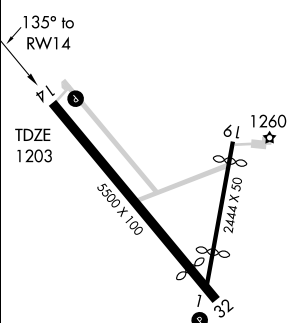
OMAHA APP CON
120.1 354.05

UNICOM
122.8 (CTAF) 0



ELEV 1204

D



REIL Rwy 14 **0**
MIRL Rwy 14-32

<p>4 NM Holding Pattern AYUVI</p> <p>3300 ← 315° 135° →</p> <p>GS 3.00° TCH 40</p> <p>6.6 NM 3.2 NM 1.3 NM 0.9 NM</p>				<p>3000 HUSIV</p> <p>*LNAV only</p>
CATEGORY	A	B	C	D
LPV DA	1515-1 312 (400-1)			NA
LNAV MDA	1540-1 337 (400-1)			NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

VOR/DME SCB
111.0
Chan **47**

APP CRS
147°

Rwy Idg
TDZE
Apt Elev
5500
1203
1204

VOR RWY 14
FREMONT MUNI (FET)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Tekamah Muni altimeter setting.

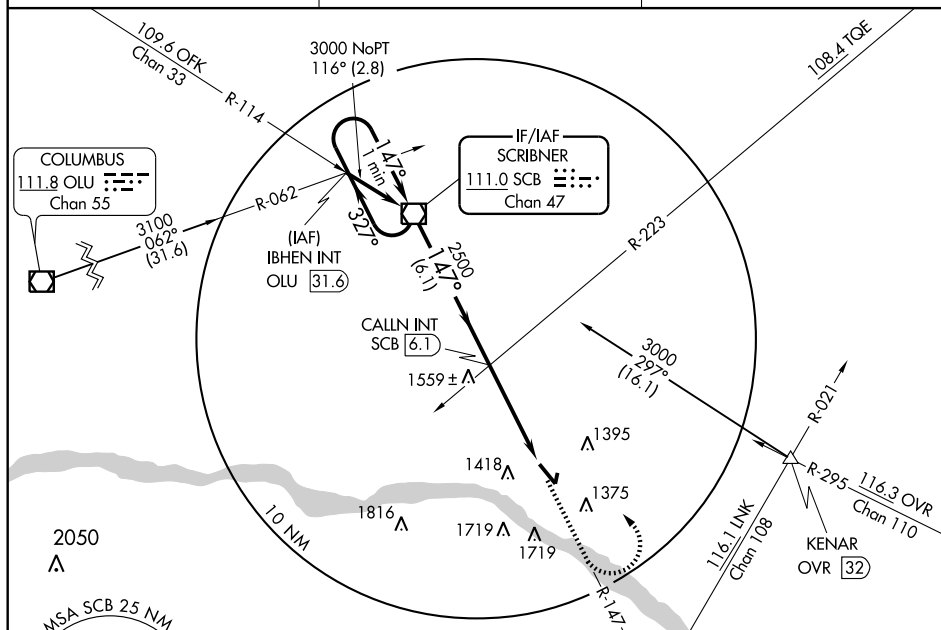
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3
121.275

OMAHA APP CON
120.1 354.05

UNICOM
122.8 (CTAF) **1**



ELEV 1204 **D**

147° 4 NM
from FAF

TDZE
1203

5000 X 100
2444 X 50
1260
32

REIL Rwy 14 **1**
MIRL Rwy 14-32

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

One Minute
Holding Pattern

VOR/DME

CALLN INT
SCB 6.1

3000

SCB

111.0

3000

327°

147°

147°

2500

2.98°

TCH 40

1.8

6.1 NM

2.2 NM

1.8

CATEGORY

A

B

C

D

S-14

1820-1

617

(700-1)

1820-1 $\frac{3}{4}$

617 (700-1 $\frac{3}{4}$)

NA

CIRCLING

1820-1

616

(700-1)

1820-1 $\frac{3}{4}$

616 (700-1 $\frac{3}{4}$)

NA

GERFI N41°22.02' W95°57.38' NOTAM FILE OMA.
 NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppley Airfield.

OMAHA
 L-101, 121

GORDON MUNI (GRN) 1 E UTC-7(-6DT) N42°48.36' W102°10.52'

CHEYENNE
 H-5B, L-12G
 IAP

3562 B NOTAM FILE OLU

RWY 04-22: H5196X75 (ASPH) S-12 MIRL 0.4% up NE

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 11-29: H2284X50 (ASPH) S-12 MIRL 0.3% up NW

RWY 11: Pole.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z+. For svc aftr hrs
 call 308-360-0696 or 308-282-0631. ACTIVATE MIRL Rwy
 11-29 and Rwy 04-22—CTAF. PAPI Rwy 04 and Rwy 22 on 24
 hrs.

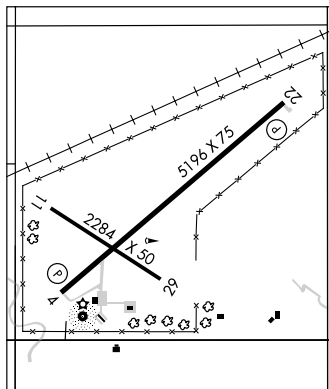
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.

PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50'
 W101°39.85' 185° 78.4 NM to fld. 2340/12E. HIWAS.

NDB (MHW) 414 GRN N42°48.06' W102°10.76' at fld.
 NOTAM FILE OLU.



GOTHENBURG

QUINN FLD (GTE) 1 E UTC-6(-5DT) N40°55.53' W100°08.79'

OMAHA
 L-10H
 IAP

2559 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3300X250 (TURF) LIRL

RWY 14: Road. RWY 32: Tree.

RWY 03-21: H2599X50 (CONC) S-28 MIRL

RWY 03: Thld dspcd 70'. Railroad. RWY 21: Road.

AIRPORT REMARKS: Attended Mon-Fri dalgt hours. Rwy 14-32 not
 plowed winter months. ACTIVATE MIRL Rwy 03-21—CTAF.

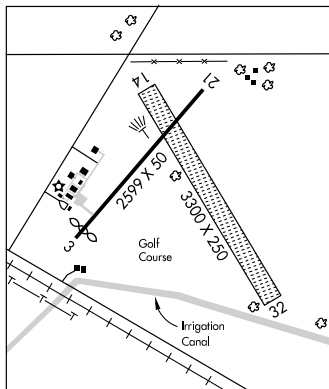
COMMUNICATIONS: CTAF/UNICOM 122.8

® DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'
 W100°44.83' 094° 28.2 NM to fld. 2964/11E. HIWAS.

WILLOW NDB (MHW) 353 DWL N40°52.37' W100°04.36'
 305° 4.6 NM to fld. NOTAM FILE OLU.



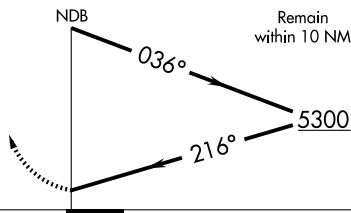
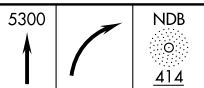
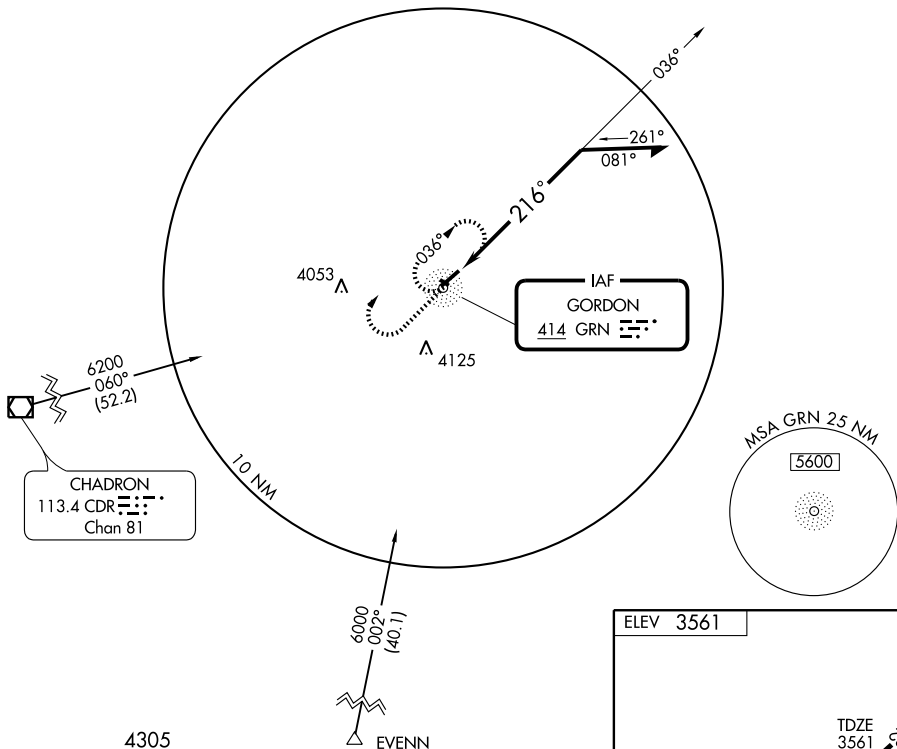
GRAND ISLAND N40°59.04' W98°18.89' NOTAM FILE GRI.

(L) VORTACW 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E.

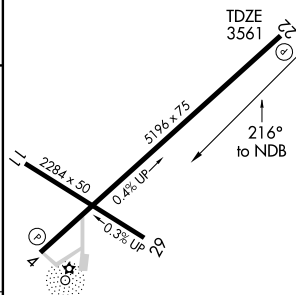
OMAHA
 L-10H, 12H

NDB GRN
414APP CRS
216°Rwy ldg
TDZE **5196**
Apt Elev **3561****NDB RWY 22**
GORDON MUNI (GRN)

Use Pine Ridge, SD altimeter setting.

MISSED APPROACH: Climb to 5300 then right turn
direct GRN NDB and hold.DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) 0

ELEV 3561



MIRL Rwy 4-22 and 11-29 0

CATEGORY	A	B	C	D
S-22	4240-1 679 (700-1)		4240-2 679 (700-2)	4240-2 ¼ 679 (700-2 ¼)
CIRCLING	4240-1 679 (700-1)		4240-2 679 (700-2)	4400-2 ¾ 839 (900-2 ¾)

Knots	60	90	120	150	180
Min:Sec					

GERFI N41°22.02' W95°57.38' NOTAM FILE OMA.
 NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppler Airfield.

OMAHA
 L-101, 121

GORDON MUNI (GRN) 1 E UTC-7(-6DT) N42°48.36' W102°10.52'

CHEYENNE
 H-5B, L-12G
 IAP

3562 B NOTAM FILE OLU

RWY 04-22: H5196X75 (ASPH) S-12 MIRL 0.4% up NE

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 11-29: H2284X50 (ASPH) S-12 MIRL 0.3% up NW

RWY 11: Pole.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z+. For svc aftr hrs
 call 308-360-0696 or 308-282-0631. ACTIVATE MIRL Rwy
 11-29 and Rwy 04-22—CTAF. PAPI Rwy 04 and Rwy 22 on 24
 hrs.

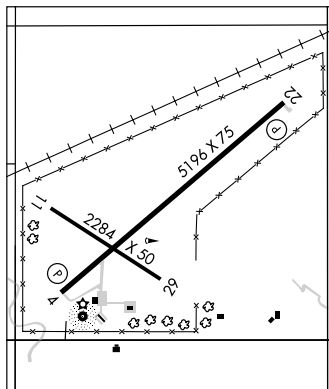
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.

PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50'
 W101°39.85' 185° 78.4 NM to fld. 2340/12E. **HIWAS.**

NDB (MHW) 414 GRN N42°48.06' W102°10.76' at fld.
 NOTAM FILE OLU.



GOTHENBURG

QUINN FLD (GTE) 1 E UTC-6(-5DT) N40°55.53' W100°08.79'

OMAHA
 L-10H
 IAP

2559 B **FUEL** 100LL NOTAM FILE OLU

RWY 14-32: 3300X250 (TURF) LIRL

RWY 14: Road. **RWY 32:** Tree.

RWY 03-21: H2599X50 (CONC) S-28 MIRL

RWY 03: Thld displcd 70'. Railroad. **RWY 21:** Road.

AIRPORT REMARKS: Attended Mon-Fri dalgt hours. Rwy 14-32 not
 plowed winter months. ACTIVATE MIRL Rwy 03-21—CTAF.

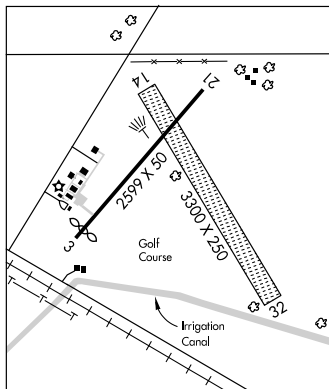
COMMUNICATIONS: CTAF/UNICOM 122.8

® **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'
 W100°44.83' 094° 28.2 NM to fld. 2964/11E. **HIWAS.**

WILLOW NDB (MHW) 353 DWL N40°52.37' W100°04.36'
 305° 4.6 NM to fld. NOTAM FILE OLU.



GRAND ISLAND N40°59.04' W98°18.89' NOTAM FILE GRI.

(L) **VORTACW** 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E.

OMAHA
 L-10H, 12H

APP CRS
304°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
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99	100	100
100	100	100

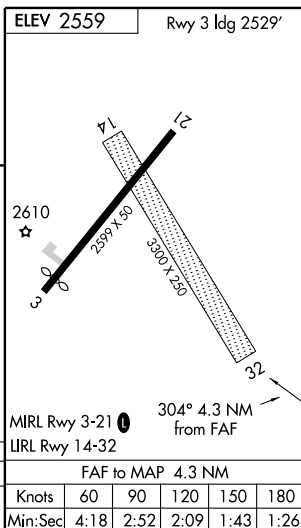
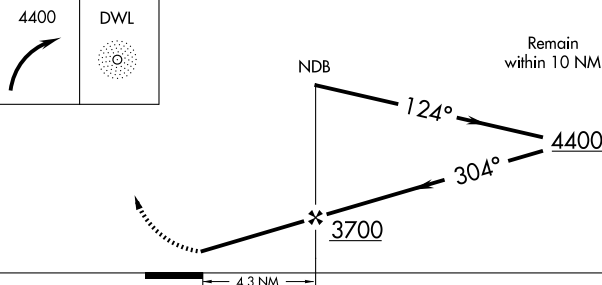
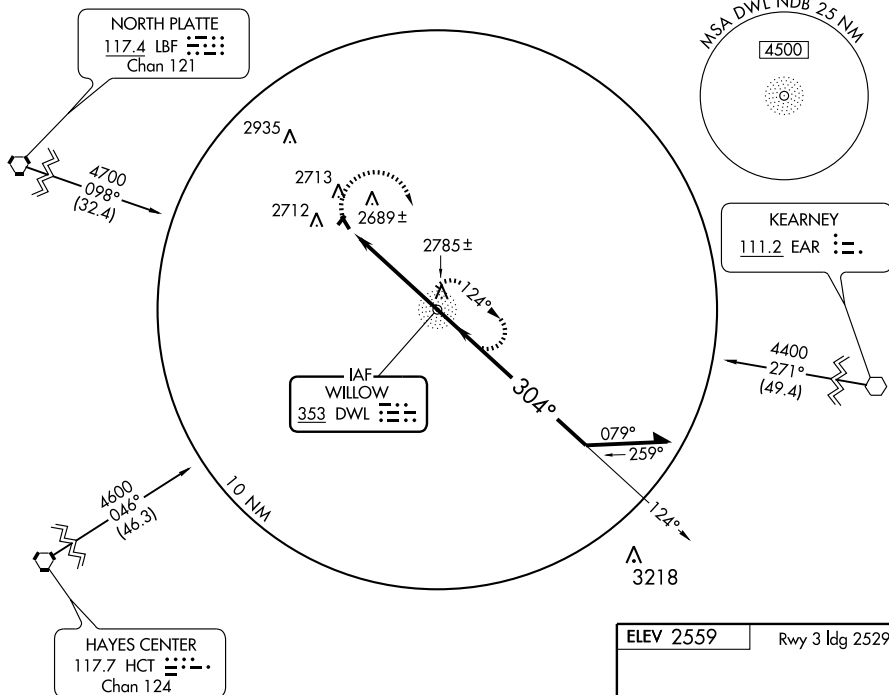
N/A
N/A
2559

NDB-A
GOTHENBURG/QUINN FIELD (GTE)

T	Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.																																																																																								
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JIM KELLY FIELD AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**

GOTHENBURG, NE
Orig 06299

GOTHENBURG/QUINN FIELD (GTE)

NDB-A

40°56'N-100°09'W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

APP CRS
030°

Rwy Idg **2529**
TDZE **2559**
Apt Elev **2559**

RNAV (GPS) RWY 3

GOTHENBURG/QUINN FIELD (GTE)

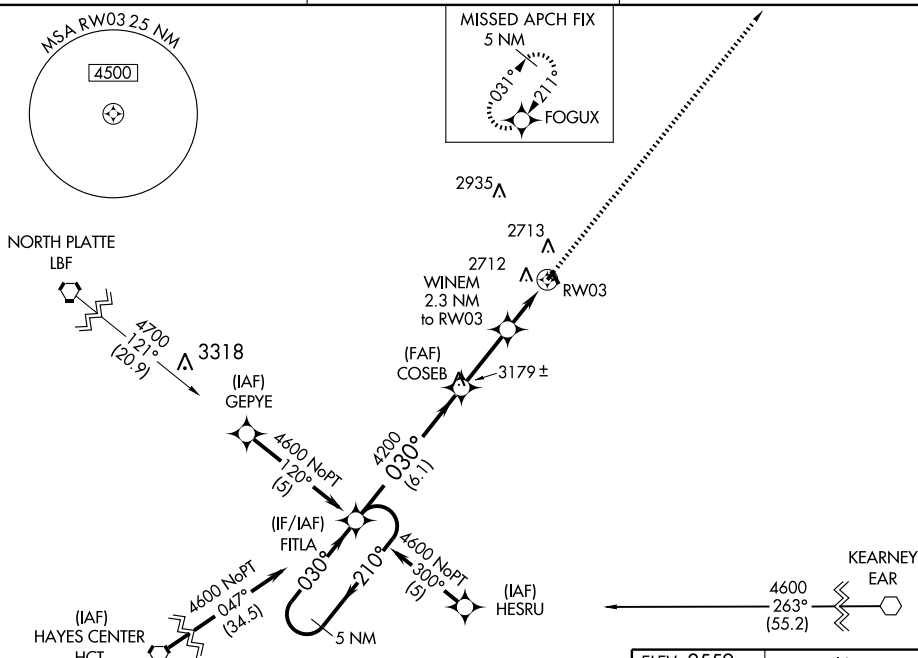
▼ DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

JIM KELLY FIELD AWOS-3
121.025

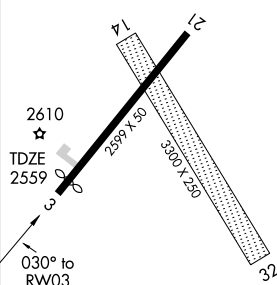
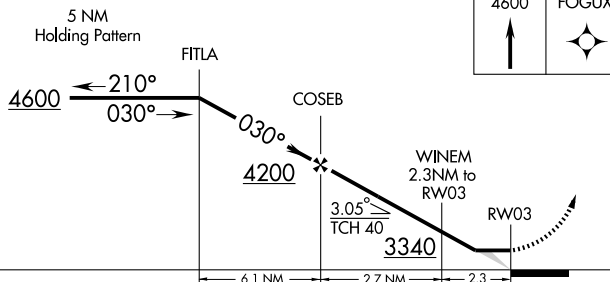
DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.

ELEV 2559 Rwy 3 Idg 2529'



CATEGORY	A	B	C	D
RNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1 ½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1 ½)	NA

MIRL Rwy 3-21 0
LIRL Rwy 14-32

APP CRS **210°**
 Rwy Idg **2599**
 TDZE **2559**
 Apt Elev **2559**

RNAV (GPS) RWY 21

GOTHENBURG/QUINN FIELD (GTE)

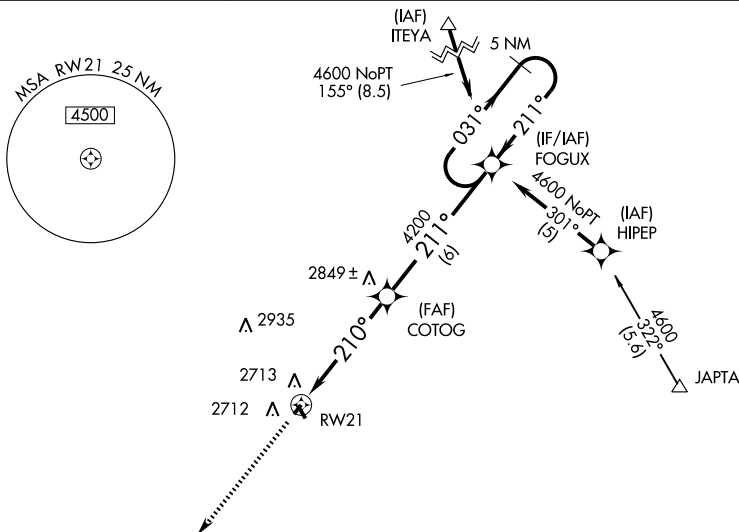
▼ DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4600 direct FITLA and hold.

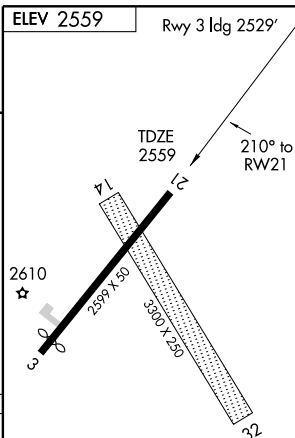
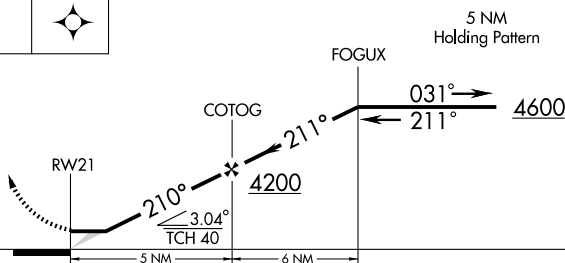
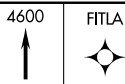
JIM KELLY FIELD AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



▲ 3318



CATEGORY	A	B	C	D
RNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1 ½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1 ½)	NA

MIRL Rwy 3-21 0
 LIRL Rwy 14-32

VOR OZB 109.0	APP CRS 287°	Rwy Idg TDZE Apt Elev N/A N/A 2559
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VOR-A

GOTHENBURG/QUINN FIELD (GTE)



NA

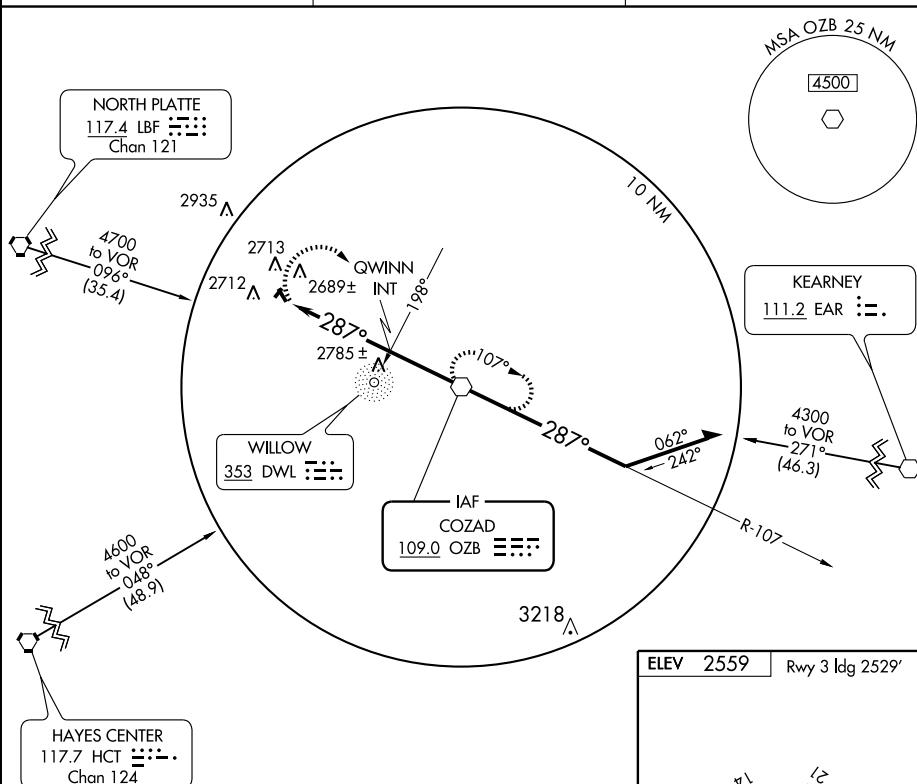
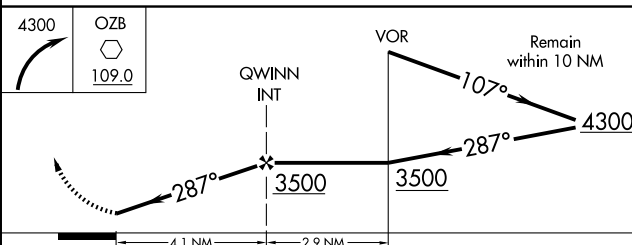
Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

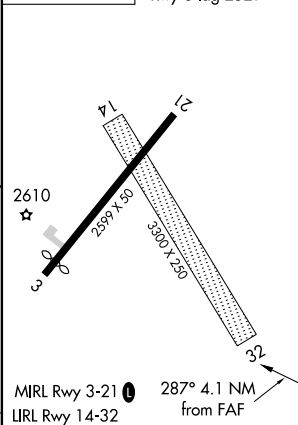
JIM KELLY FIELD AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0

**ADF REQUIRED**

ELEV 2559 Rwy 3 Idg 2529'



MIRL Rwy 3-21 0 287° 4.1 NM from FAF
LIRL Rwy 14-32

CATEGORY	A	B	C	D
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

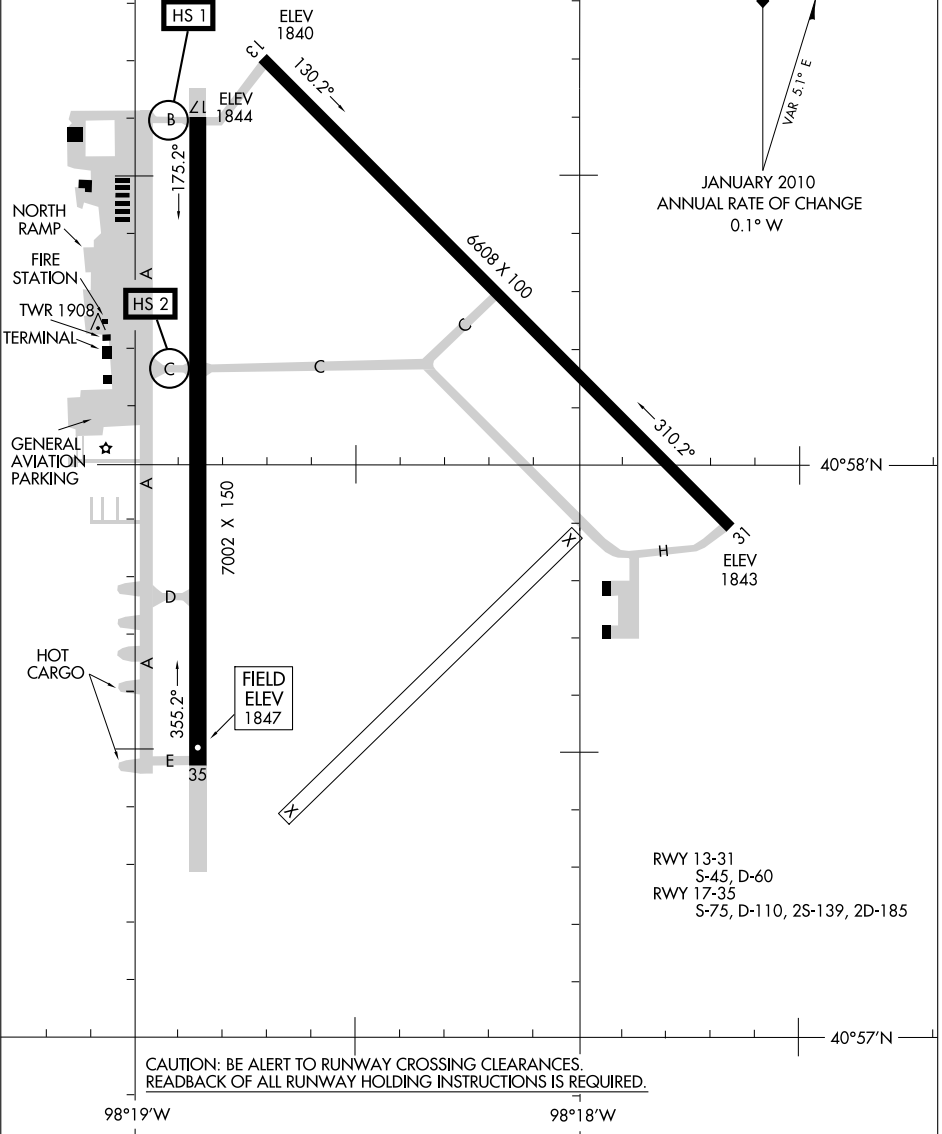
AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)
AL-173 (FAA)

GRAND ISLAND, NEBRASKA

ATIS
127.4
GRAND ISLAND TOWER ★
118.2 388.2
GND CON
121.9 388.2
CLNC DEL
121.9
126.05 (When Tower Closed)

D



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CENTRAL NEBRASKA RGNL (GRI) 3 NE UTC-6(-5DT) N40°58.05' W98°18.58'

1847	B	S4	FUEL	100LL, JET A	OX 1, 2	ARFF Index—See Remarks	NOTAM FILE GRI	H-5B, L-10H, 12H
RWY 17-35: H7002X150 (CONC)				S-75, D-110, 2S-139, 2D-185	HIRL			IAP, AD

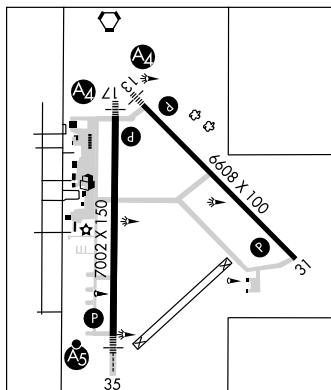
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

RWY 35: TORA-7002 TODA-7002 ASDA-7002 LDA-7002

Rwy 35, MIRL Rwy 13–31, HIRL Rwy 17–35, PAPI Rwy 13, Rwy 31, Rwy 17, Rwy 35 and REIL Rwy 31—CTAF.

GRAND ISLAND CLNC DEL 121.9 (1300-0200Z±)

ILS 111.9 I-GRI Rwy 35 Class IC. LOM SANCY NDB. Back course unusable byd 16 NM, unusable byd 10 NM blo 3,000'. LOM unmonitored.



GRANT MUNI (GGF) 2 N UTC-7 (-6DT) N40°52.24' W101°44.03'

COMM/NAV/WEATHER REMARKS: SAWRS avbl for Part 135 ops; Call 308-352-2223 at least 24 hrs in advance.

AIRPORT REMARKS: Unattende

HARLAN CO LAKE SPB (See ALMA)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GRI 111.9	APP CRS 173°	Rwy Idg TDZE Apt Elev	7002 1844 1847
---------------------------	------------------------	-----------------------------	-------------------------------------------

LOC/DME BC RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Simultaneous reception of I-GRI and GRI DME required.
Disregard glide slope indications.

MALS



MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.

ATIS
127.4

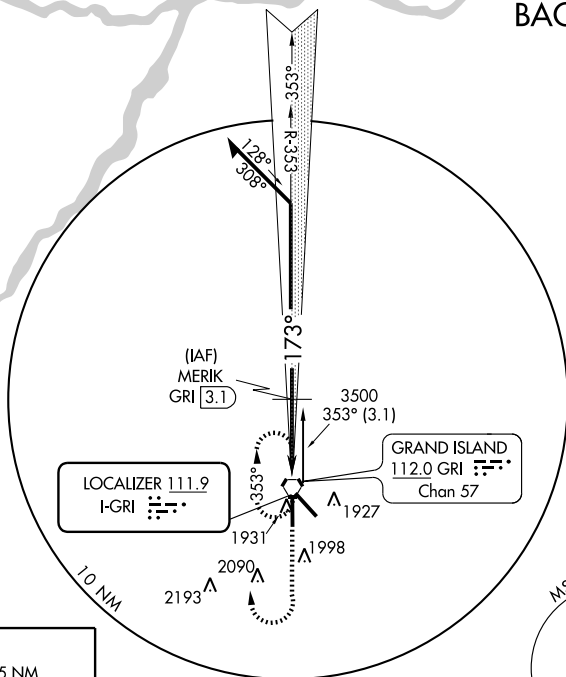
MINNEAPOLIS CENTER
119.4 278.8

GRAND ISLAND TOWER ★
118.2 (CTAF) 0 388.2

GND CON
121.9 388.2

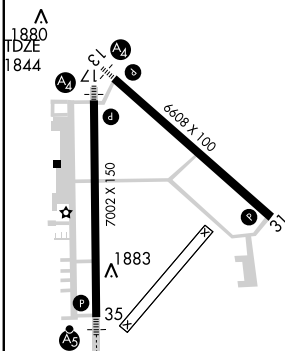
CLNC DEL
121.9
(when tower closed)

UNICOM
122.95

BACK COURSE

ELEV 1847

D

173° 3.5 NM
from FAF

MRL Rwy 13-31
HIRL Rwy 17-35
REIL Rwy 31

Remain
within 10 NM

MERIK
GRI 3.1

3700
hdg 170°

GRI

3500

173°

3000

2.98°

TCH 38

GRI
0.6

3.5 NM

CATEGORY	A	B	C	D
S-17	2160- $\frac{3}{4}$ 316 (400- $\frac{3}{4}$)			2160-1 316 (400-1)
CIRCLING	2300-1	453 (500-1)	2300-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 9C 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

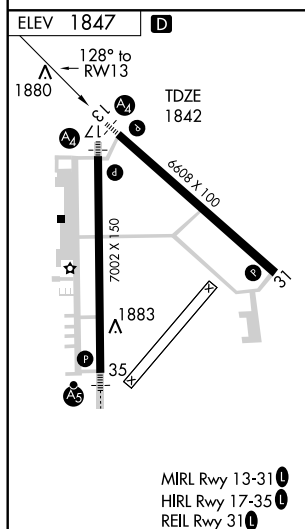
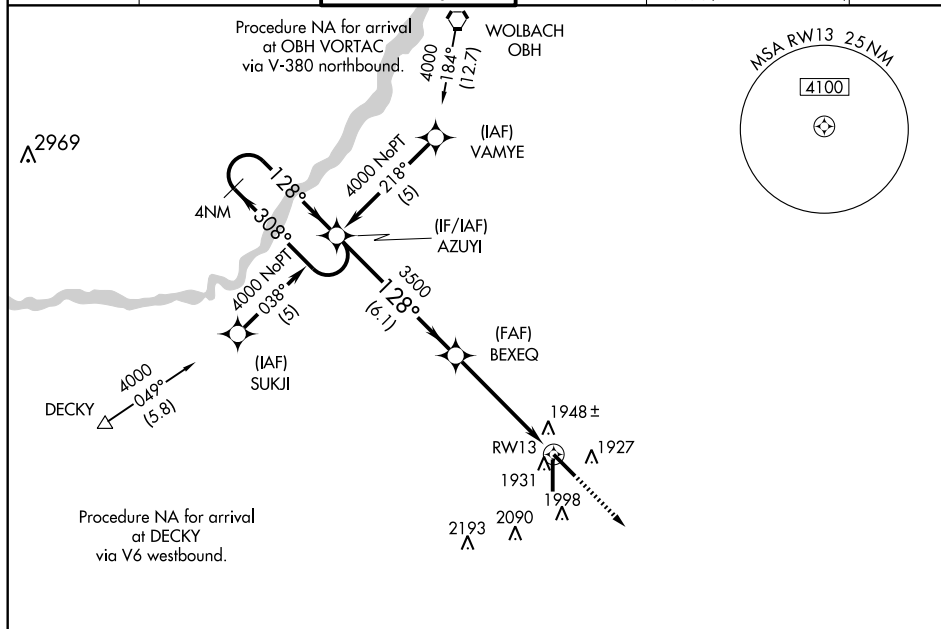
LOC/DME BC RWY 17

WAAS CH 53399 W13A	APP CRS 128°	Rwy Idg 6608 TDZE 1842 Apt Elev 1847
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 13

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

A DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.				MALS 	MISSED APPROACH: Climb to 4100 direct AGEKY and hold.
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 126.05 (when tower closed)	UNICOM 122.95




4 NM Holding Pattern AZUYI 4000 308° 128° GS 3.00° TCH 45 VGSI and RNAV glidepath not coincident.				4100 AGEKY 128° 308° 4NM
3500 128° 6.1 NM 4 NM 1 NM RWY 13				* 1 NM to RWY 13 * LNAV only
CATEGORY	A	B	C	D
LPV DA		2092-3/4	250 (300-3/4)	
LNAV/VNAV DA		2247-1 1/2	405 (400-1 1/2)	
LNAV MDA		2200-3/4	358 (400-3/4)	2200-1 1/4 358 (400-1 1/4)
CIRCLING		2300-1 1/2	453 (500-1 1/2)	2400-2 553 (600-2)

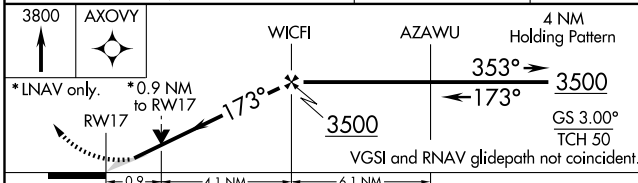
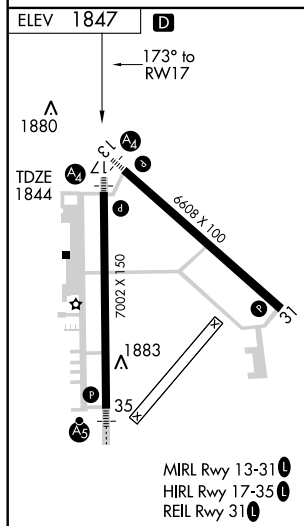
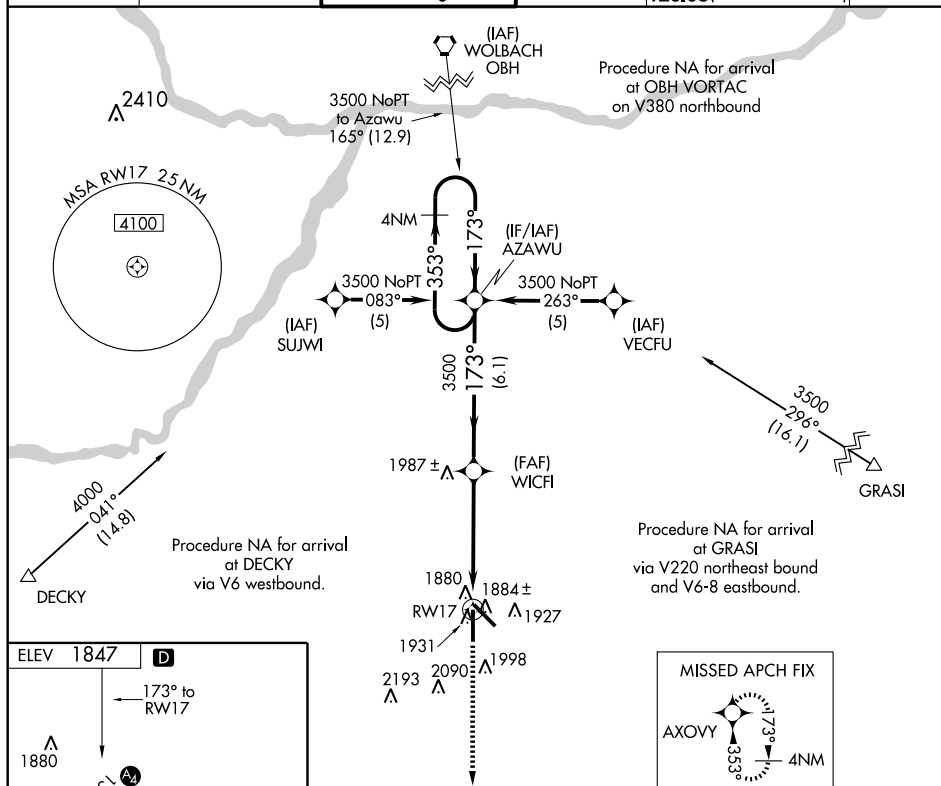
WAAS CH 60999 W17A	APP CRS 173°	Rwy Idg TDZE 1844 Apt Elev 1847	7002
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RNAV (GPS) RWY 17

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

A	DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.	MALS 	MISSED APPROACH: Climb to 3800 direct AXOVY and hold.
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ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	2094-3/4 250 (300-3/4)			
LNNAV/VNAV DA	2138-3/4 294 (300-3/4)			2138-1 294 (300-1)
LNNAV MDA	2160-3/4 316 (400-3/4)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1 1/2 453 (500-1 1/2)	2400-2 553 (600-2)

APP CRS	Rwy Idg	6608
308°	TDZE	1844
	Apt Elev	1847

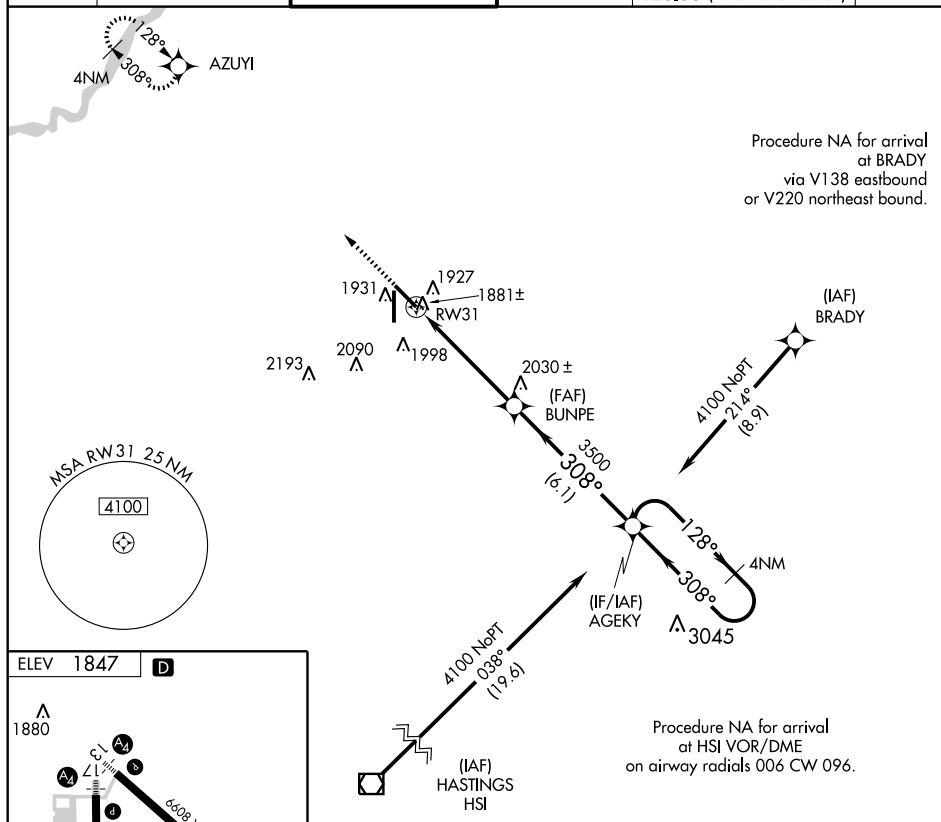
RNAV (GPS) RWY 31

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

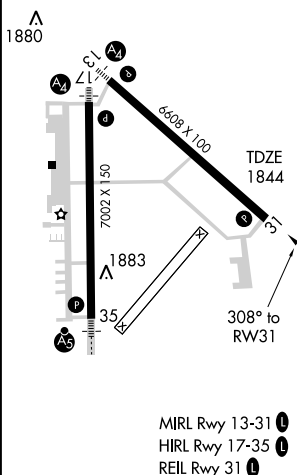
A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct AZUYI and hold.

ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER ★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 126.05 (when tower closed)	UNICOM 122.95
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ELEV 1847

D

4000	AZUYI	AGEKY	4 NM Holding Pattern
CATEGORY			
RNAV MDA	2180-1 336 (400-1)		
CIRCLING	2300-1 453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

WAAS CH 86799 W35A	APP CRS 353°	Rwy Idg 7002 TDZE 1847 Apt Elev 1847
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RNAV (GPS) RWY 35

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

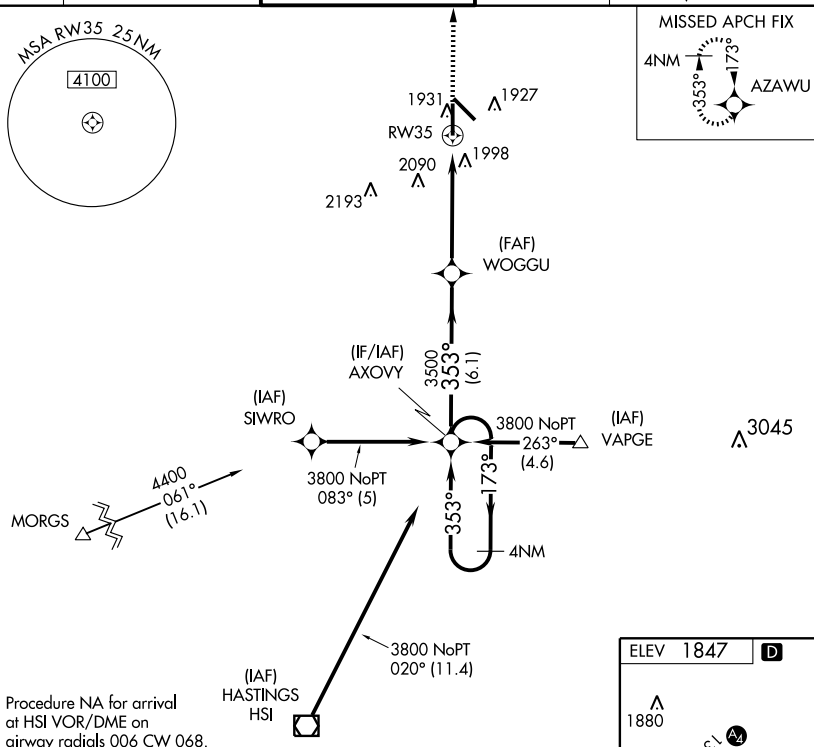
A DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALS/R increase LPV visibility to RVR 4000 all Cnts.

MALSR

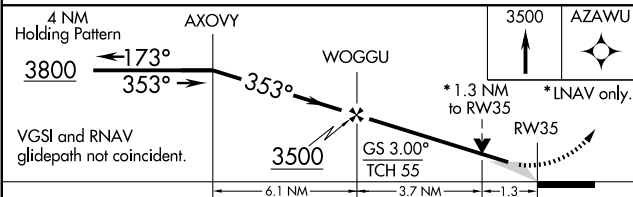


MISSED APPROACH:
Climb to 3500 direct
AZAWU and hold.

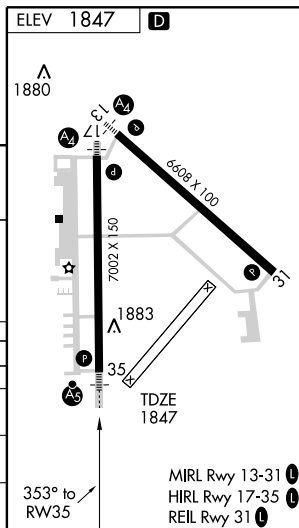
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0 388.2	121.9 388.2	121.9 (when tower closed)	122.95



Procedure NA for arrival
at HSI VOR/DME on
airway radials 006 CW 068.



CATEGORY	A	B	C	D
LPV DA	2097/24 250 (300-½)			
LNAV/VNAV DA	2283/50 436 (500-1)			
LNAV MDA	2260/24	413 (500-½)	2260/40 413 (500-¾)	2260/50 413 (500-1)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)



VORTAC GRI 112.0 Chan 57	APP CRS 313°	Rwy Idg TDZE Apt Elev	6608 1844 1847
----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

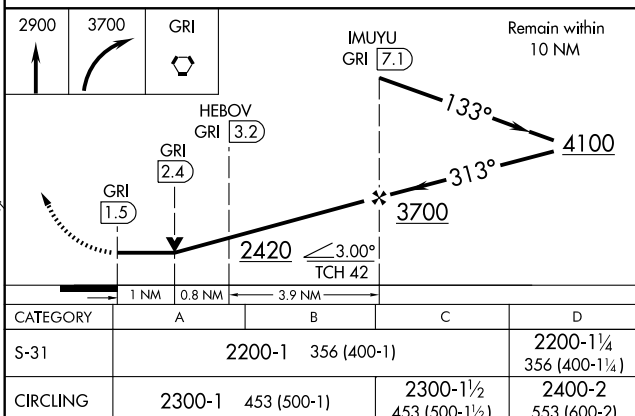
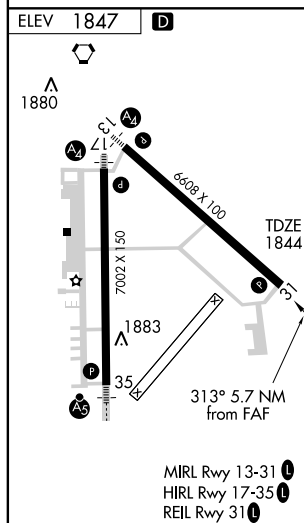
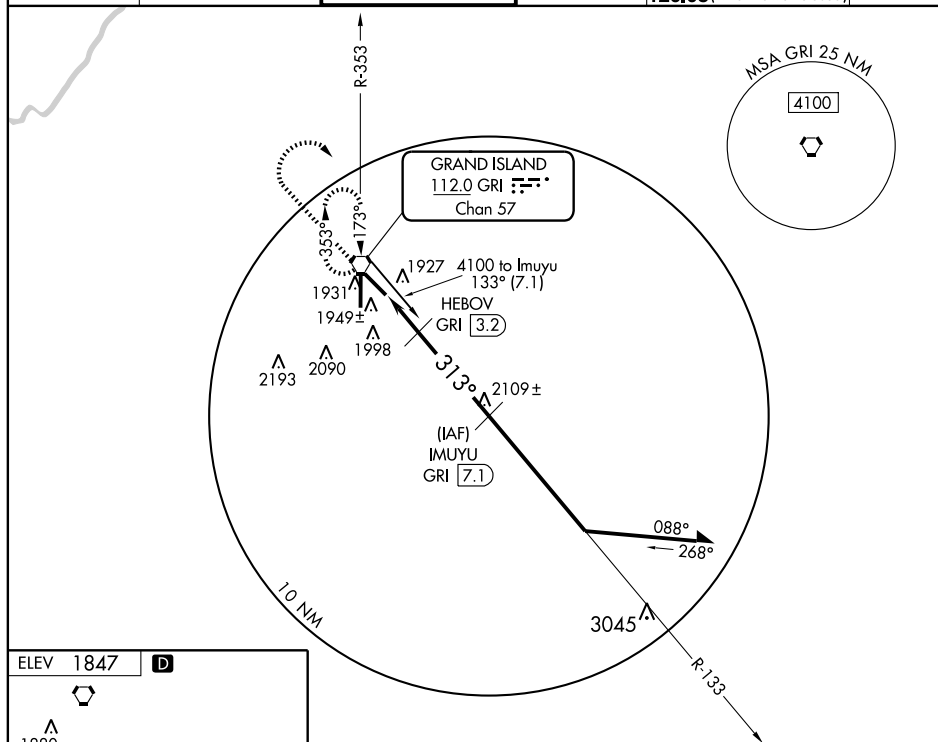
VOR/DME RWY 31

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

- ▼ If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.
▲ VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 126.05 (when tower closed)	UNICOM 122.95
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VORTAC GRI 112.0 Chan 57	APP CRS 353°	Rwy Idg TDZE Apt Elev	7002 1847 1847
----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

VOR/DME RWY 35

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)



MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS
127.4

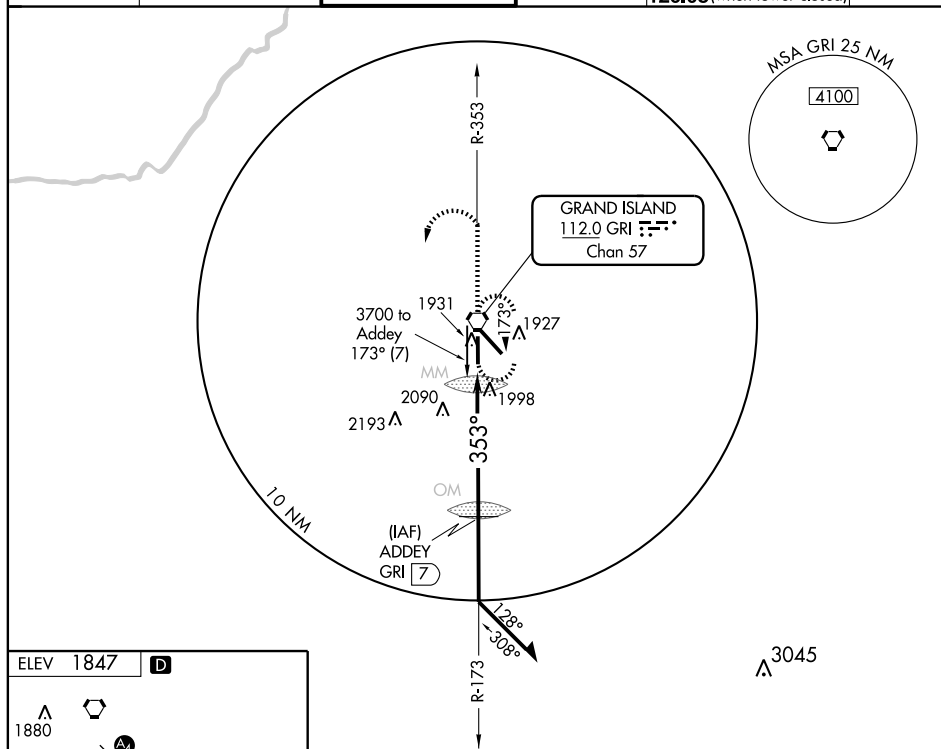
MINNEAPOLIS CENTER
119.4 278.8

GRAND ISLAND TOWER*
118.2 (CTAF) 0 388.2

GND CON
121.9 388.2

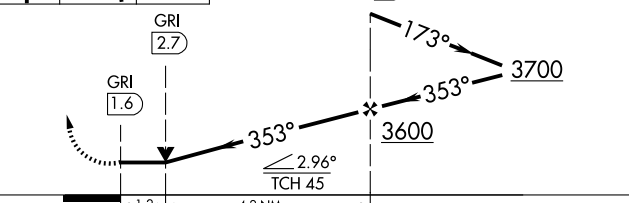
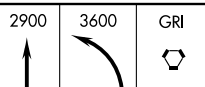
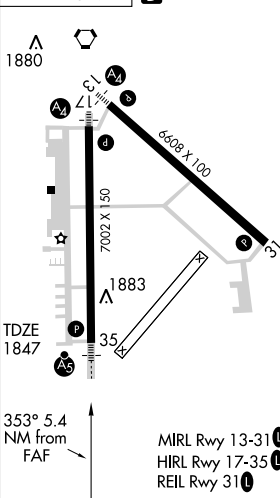
CLNC DEL
121.9
126.05 (when tower closed)

UNICOM
122.95



ELEV 1847

D



CATEGORY	A	B	C	D
S-35	2260-½ 413 (500-½)		2260-¾ 413 (500-¾)	2260-1 413 (500-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 15 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

VOR/DME RWY 35

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

VORTAC GRI 112.0 Chan 57	APP CRS 173°	Rwy Idg 7002 TDZE 1844 Apt Elev 1847
----------------------------------------------	------------------------	-----------------------------------------------------------------

VOR RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Inoperative table does not apply to S-17 Cat C.



MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

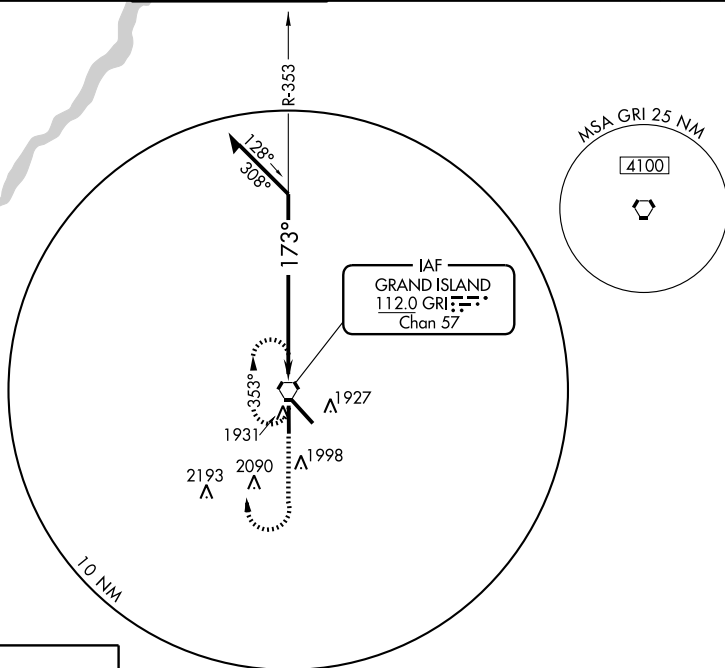
ATIS
127.4

MINNEAPOLIS CENTER
119.4 278.8

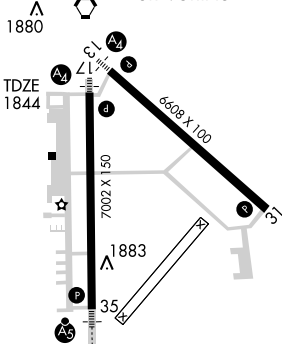
GRAND ISLAND TOWER★
118.2 (CTAF) 388.2

GND CON
121.9 388.2

CLNC DEL	121.9
126.05 (when tower closed)	

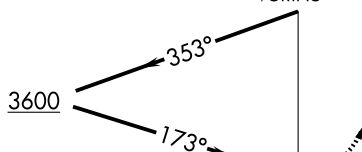
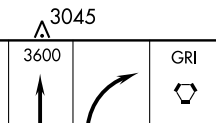
UNICOM
122.95

ELEV 1847 **D**
173° to
GRI VORTAC



MIRL Rwy 13-31 **L**
HIRL Rwy 17-35 **L**
REIL Rwy 31 **L**

Remain
within 10 NM



CATEGORY	A	B	C	D
S-17	2300- $\frac{3}{4}$	456 (500- $\frac{3}{4}$)	2300- $\frac{1}{4}$ 456 (500- $\frac{1}{4}$)	2300- $\frac{1}{2}$ 456 (500- $\frac{1}{2}$)
CIRCLING	2300-1	453 (500-1)	2300- $\frac{1}{2}$ 453 (500- $\frac{1}{2}$)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 24 10266

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

VOR RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

GRAND ISLAND

CENTRAL NEBRASKA RGNL (GRI) 3 NE UTC-6(-5DT) N40°58.05' W98°18.58'

OMAHA

1847 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE GRI H-5B, L-10H, 12H
 RWY 17-35: H7002X150 (CONC) S-75, D-110, 2S-139, 2D-185 HIRL IAP, AD

RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 35: MALS. PAPI (P4L)—GA 2.6° TCH 55'.

RWY 13-31: H6608X100 (CONC) S-45, D-60 MIRL

RWY 13: MALS. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-6608 TODA-6608 ASDA-6608 LDA-6608

RWY 17: TORA-7002 TODA-7002 ASDA-7002 LDA-7002

RWY 31: TORA-6608 TODA-6608 ASDA-6608 LDA-6608

RWY 35: TORA-7002 TODA-7002 ASDA-7002 LDA-7002

AIRPORT REMARKS: Attended continuously. Migratory waterfowl on and in/ovf arpt. Class I, ARFF Index B. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-385-5170. Index B equipment provided.
 Index C level ARFF avbl upon request. Air carrier ops over 9 passengers seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. Rwy 35 touchdown rwy visual range avbl. When twr clsd ACTIVATE MALS Rwy 13 and 17, MALS Rwy 35, MIRL Rwy 13-31, HIRL Rwy 17-35, PAPI Rwy 13, Rwy 31, Rwy 17, Rwy 35 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS (308) 382-5590. LAWRS.**COMMUNICATIONS:** CTAF 118.2 ATIS 127.4 UNICOM 122.95

RCO 122.45 (COLUMBUS RADIO)

⑦ MINNEAPOLIS CENTER APP/DEP CON 119.4

GRAND ISLAND TOWER 118.2 (1300-0200Z‡) GND CON 121.9

MINNEAPOLIS CENTER CLNC DEL 126.05 (0200-1300Z‡)

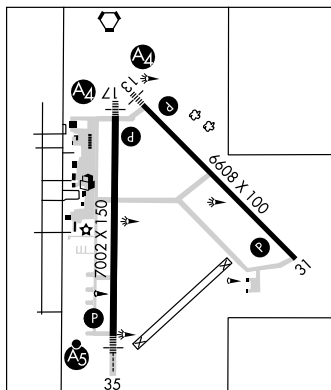
GRAND ISLAND CLNC DEL 121.9 (1300-0200Z‡)

AIRSPACE: CLASS D svc 1300-0200Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04' W98°18.89' at fld. 1840/7E.

SANCY NDB (LOM) 380 GR N40°52.37' W98°18.88' 355° 5.7 NM to fld.

ILS 111.9 I-GRI Rwy 35 Class IC. LOM SANCY NDB. Back course unusable byd 16 NM, unusable byd 10 NM blo 3,000'. LOM unmonitored.



GRANT COUNTY (See HYANNIS)

GRANT MUNI (GGF) 2 N UTC-7 (-6DT) N40°52.24' W101°44.03'

CHEYENNE

3425 B S4 FUEL 100LL NOTAM FILE OLU

L-10G

RWY 15-33: H4797X60 (CONC) S-30, D-30 MIRL

IAP

AIRPORT REMARKS: Attended 1500-0000Z‡. Ultralights in/ovf arpt. ACTIVATE MIRL Rwy 15-33—CTAF.**WEATHER DATA SOURCES:** SAWRS**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑦ DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24' W100°55.42' 293° 44.6 NM to fld.
 3010/11E.

NDB (MHW) 359 GGF N40°52.26' W101°43.83' at fld.

COMM/NAV/WEATHER REMARKS: SAWRS avbl for Part 135 ops; Call 308-352-2223 at least 24 hrs in advance.

GREELEY MUNI (99Y) 1 NW UTC-6(-5DT) N41°33.50' W98°32.77'

OMAHA

2035 NOTAM FILE OLU

RWY 13-31: 2800X100 (TURF)

RWY 13: Fence. RWY 31: Fence.

AIRPORT REMARKS: Unattended. Rwy 13-31 marked with yellow boundary cones.**COMMUNICATIONS:** CTAF 122.9

HARLAN CO LAKE SPB (See ALMA)

NDB GGF 359	APP CRS 128°	Rwy Idg TDZE Apt Elev	4797 3423 3425
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NDB RWY 15

GRANT MUNI (GGF)

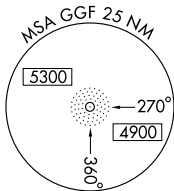
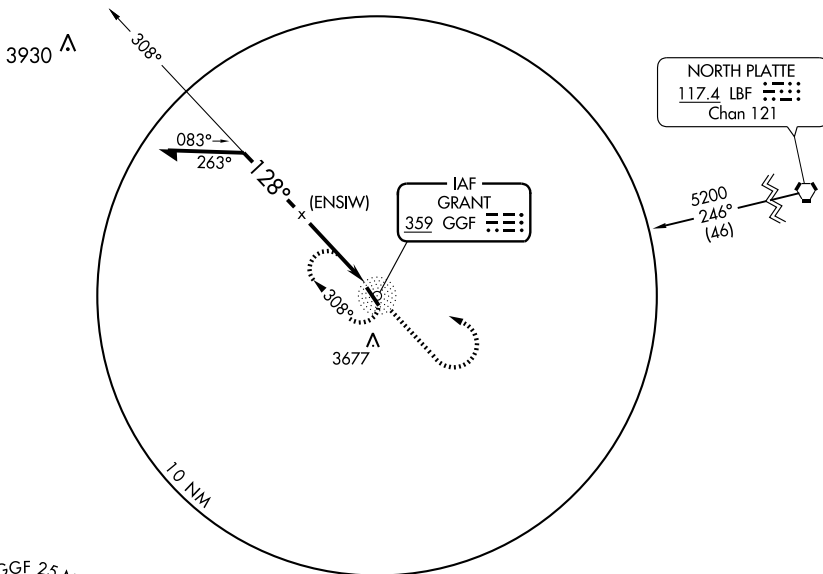
V When local altimeter not received, use Ogallala altimeter setting.

A NA

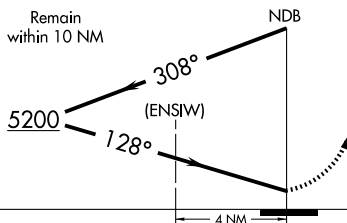
MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)



Remain within 10 NM



5200

GGF
359

ELEV 3425

128° to NDB

TDZE 3423

5.1 x 60

33

CATEGORY	A	B	C	D
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1	575 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4060-1	637 (700-1)	NA	
CIRCLING	4060-1	635 (700-1)	NA	

MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

NDB GGF 359	APP CRS 327°	Rwy Idg TDZE 3425 Apt Elev 3425
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NDB RWY 33

GRANT MUNI (GGF)

NA When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

3930

IAF
GRANT
359 GGF

3677

(ENSOW)

NORTH PLATTE
117.4 LBF
Chan 121

5200
246°
(46)

MSA GGF 25 NM

5300
270°
4900
360°

5200

GGF
359

NDB

Remain
within 10 NM

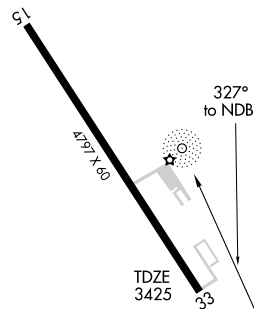
(ENSOW)

5200

4 NM

CATEGORY	A	B	C	D
S-33	4100-1	675 (700-1)		NA
CIRCLING	4100-1	675 (700-1)		NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-33	4140-1	715 (800-1)		NA
CIRCLING	4140-1	715 (800-1)		NA

ELEV 3425



MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 81908 W15A	APP CRS 137°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425
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RNAV (GPS) RWY 15

GRANT MUNI (GGF)

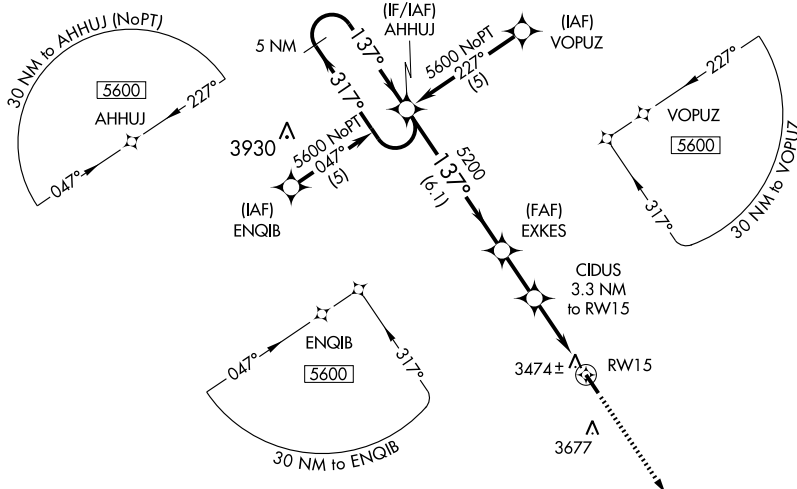
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

MISSED APPROACH:
Climb to 5600 direct
AYXOS and hold.

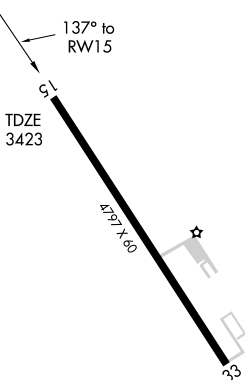
DENVER CENTER

132.7 397.85

UNICOM

122.8 (CTAF) 0

ELEV 3425

MIRL Rwy 15-33 **0**5 NM
Holding Pattern

AHUJ

*LNAV only

5600

AYXOS

5600

317°

137°

5200

*4520

6.1 NM

2.1 NM

2.4 NM

0.9 NM

CATEGORY

A

B

C

D

LPV DA

3673-1

250 (300-1)

NA

LNAV/VNAV DA

3833-1½

410 (500-1½)

NA

LNAV MDA

3740-1

317 (400-1)

NA

CIRCLING

3900-1

475 (500-1)

3980-1

555 (600-1)

NA

WAAS CH 62908 W33A	APP CRS 317°	Rwy Idg 4797 TDZE 3425 Apt Elev 3425
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RNAV (GPS) RWY 33

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all
A NA Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

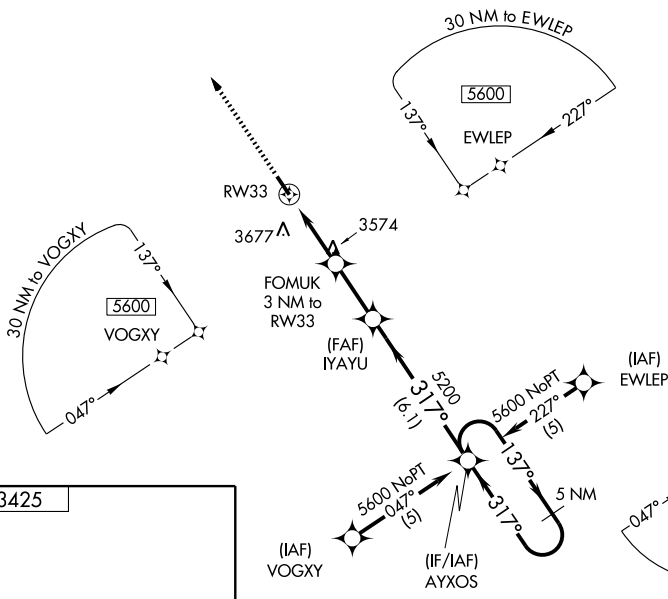
MISSED APPROACH: Climb to 5600
direct AHUJ and hold.

DENVER CENTER
132.7 397.85

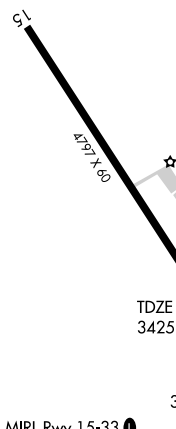
UNICOM
122.8 (CTAF) **L**



4057 A



ELEV 3425



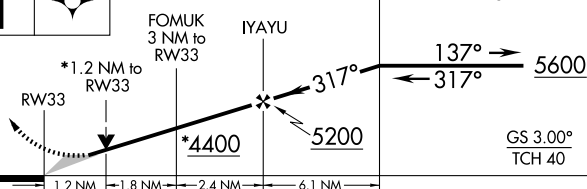
5600

AHHU

* LNAV only

AYXOS

5 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	3710-1	285 (300-1)		NA
LNAV MDA	3840-1	415 (500-1)		NA
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)		NA

GRANT, NEBRASKA

Amdt 1 08213

40°52'N-101°44'W

GRANT MUNI (GGF)

RNAV (GPS) RWY 33

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 162°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425
------------------------------------------------------	------------------------	-----------------------------------------------------------------

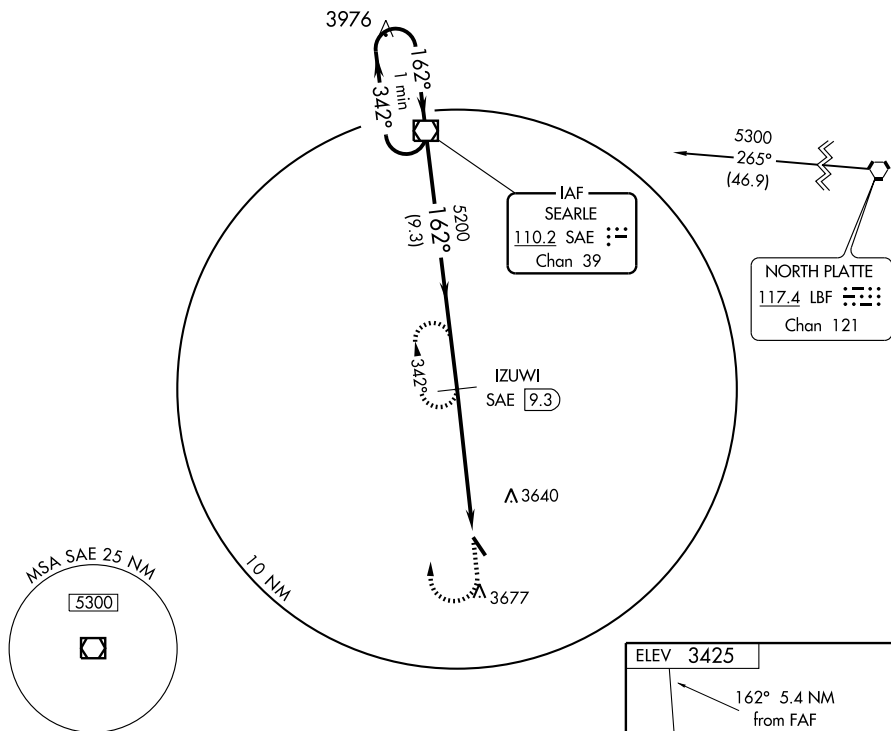
VOR/DME RWY 15
GRANT MUNI (GGF)

T When local altimeter not received, use
A Ogallala altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5200 via R-162 to IZUWI and hold.

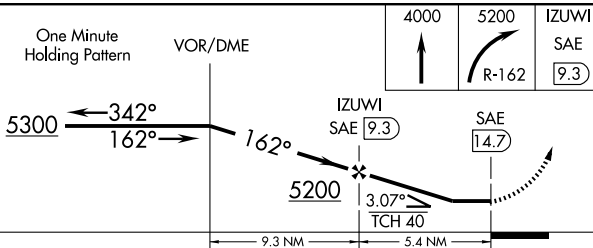
DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**



One Minute Holding Pattern

VOR/DME



CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	

ELEV 3425

162° 5.4 NM
from FAF

C

342

b7A

MIRL Rwy 15-33 **L**

HARRY STRUNK N40°18.26' W100°09.46' NOTAM FILE OLU.
 NDB (MHW) 389 CSB at Cambridge Muni.

OMAHA
 L-12H
 IAP

HARTINGTON MUNI (ØB4) 2 SE UTC-6(-5DT) N42°36.19' W97°15.21'

OMAHA
 L-12H
 IAP

1388 B S4 FUEL 100LL NOTAM FILE OLU

RWY 13-31: H3950X60 (CONC) MIRL 0.3% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 400'. Road.

RWY 03-21: 2150X125 (TURF) 0.6% up SW

RWY 03: Trees. RWY 21: Road.

AIRPORT REMARKS: Attended continuously. For fuel call 402-254-6916/3812. Rwy 03-21 not plowed winter months.
 ACTIVATE MIRL Rwy 13-31; PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 156° 19.8 NM to fld. 1301/7E.

HARVARD STATE (Ø8K) 2 NE UTC-6(-5DT) N40°39.08' W98°04.79'

OMAHA
 L-10I
 IAP

1815 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3900X150 (TURF)

RWY 17-35: H3745X60 (ASPH) MIRL

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Ultralights on and
 invof arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

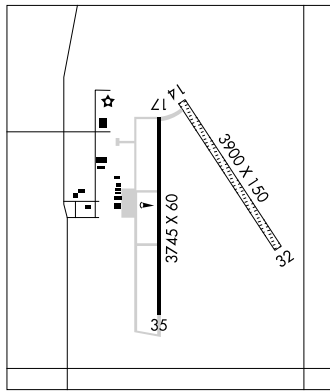
COMMUNICATIONS: CTAF 122.9

® MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 073° 16.2 NM to fld. 1950/7E. HIWAS.



APP CRS	Rwy Idg	3950
135°	TDZE	1383
	Apt Elev	1387

GPS RWY 13

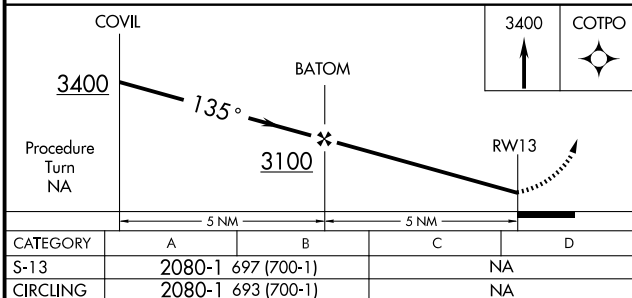
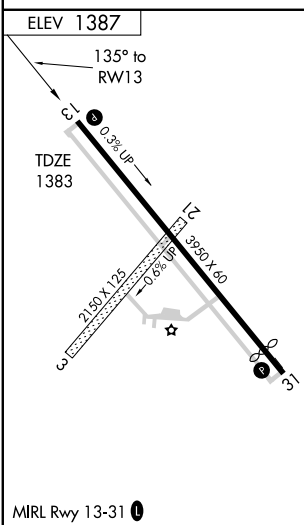
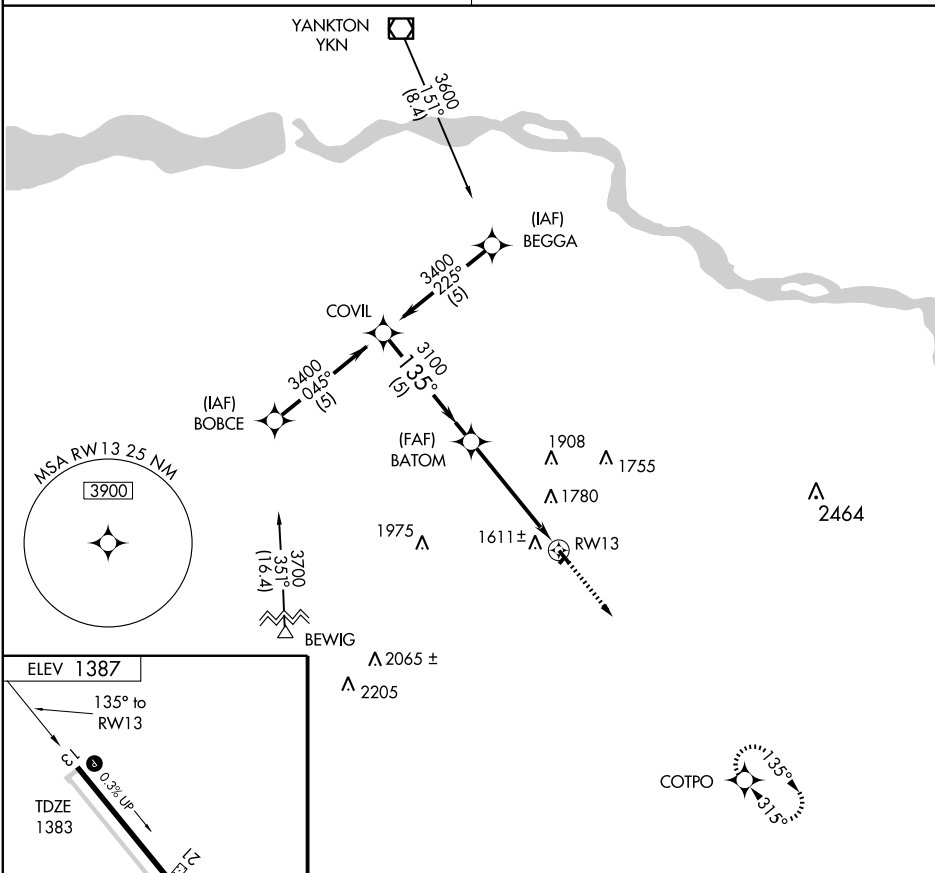
HARTINGTON MUNI (ØB4)

▲ NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COTPO WP and hold.

MINNEAPOLIS CENTER
124.1 269.0

CTAF
122.9 0



APP CRS	Rwy Idg	3550
315°	TDZE	1383
	Apt Elev	1387

GPS RWY 31

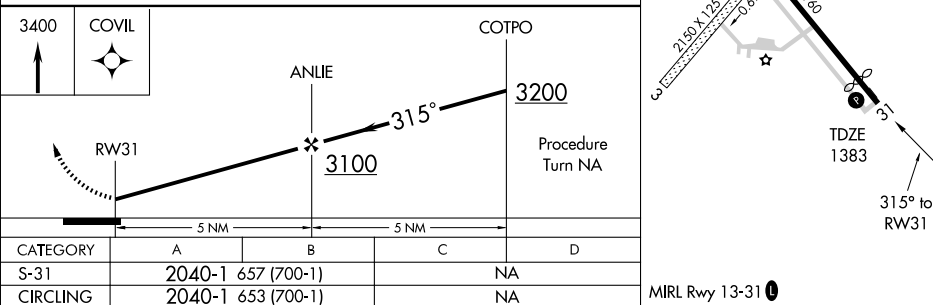
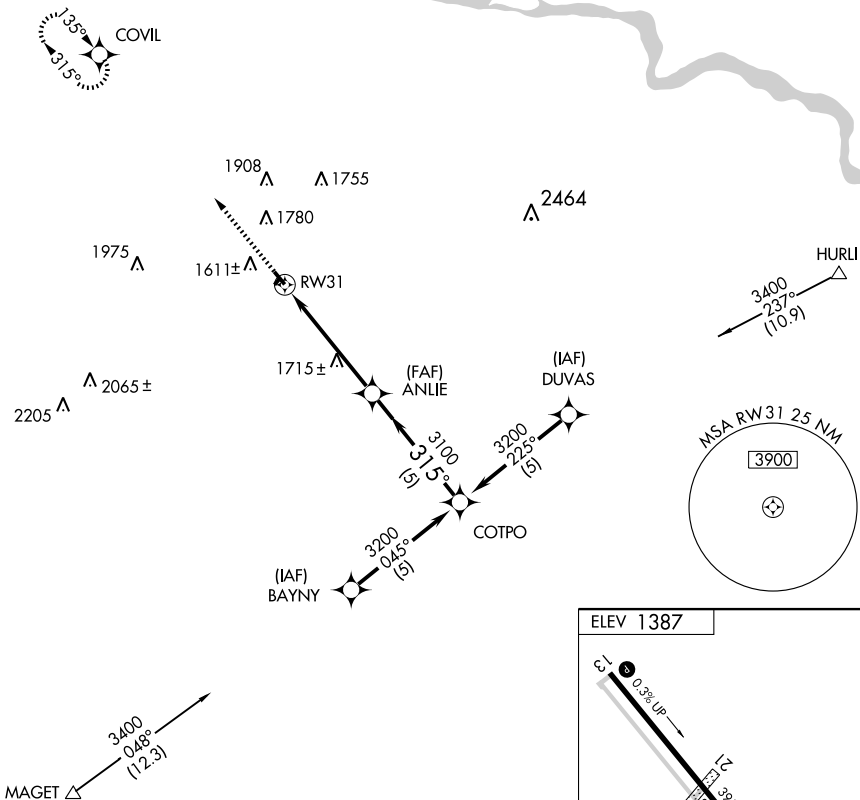
HARTINGTON MUNI (ØB4)

▲ NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.

MINNEAPOLIS CENTER
124.1 269.0

CTAF
122.9 0



VOR/DME YKN 111.4 Chan 51	APP CRS 336°	Rwy Idg TDZE Apt Elev 3550 1383 1383
-----------------------------------------------	------------------------	--------------------------------------------------------------------------

VOR/DME RWY 31

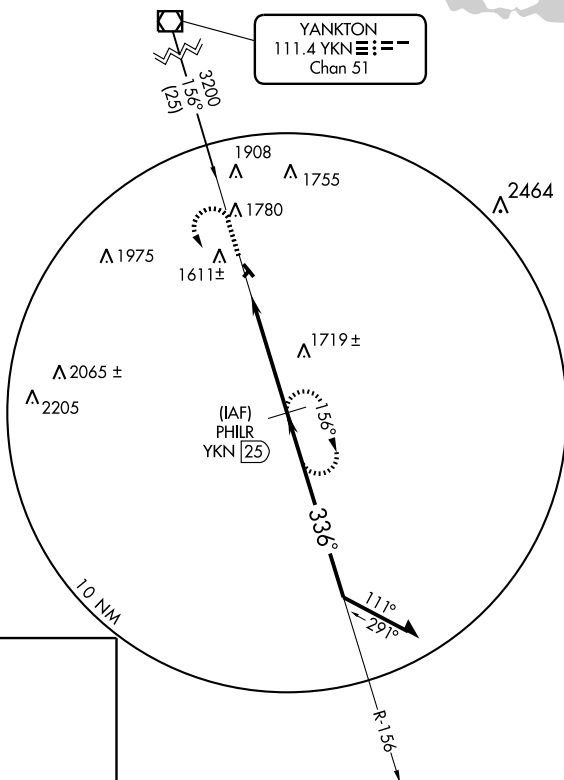
HARTINGTON MUNI (ØB4)

▲ NA Use Yankton altimeter setting.

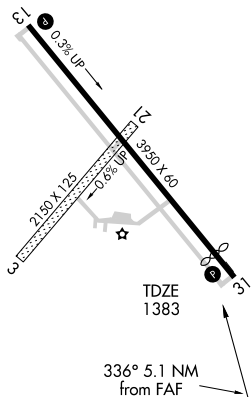
MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER
124.1 269.0

CTAF
122.9 0



ELEV 1383



3200



PHILR
▲

PHILR
YKN 25

Remain within 10 NM

YKN 19.9

3200

336° 3200

CATEGORY	A	B	C	D
S-31	2040-1	657 (700-1)	NA	
CIRCLING	2040-1	657 (700-1)	NA	

HARRY STRUNK N40°18.26' W100°09.46' NOTAM FILE OLU.
 NDB (MHW) 389 CSB at Cambridge Muni.

OMAHA
 L-12H
 IAP

HARTINGTON MUNI (ØB4) 2 SE UTC-6(-5DT) N42°36.19' W97°15.21'

OMAHA
 L-12H
 IAP

1388 B S4 FUEL 100LL NOTAM FILE OLU

RWY 13-31: H3950X60 (CONC) MIRL 0.3% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 400'. Road.

RWY 03-21: 2150X125 (TURF) 0.6% up SW

RWY 03: Trees. RWY 21: Road.

AIRPORT REMARKS: Attended continuously. For fuel call 402-254-6916/3812. Rwy 03-21 not plowed winter months.
 ACTIVATE MIRL Rwy 13-31; PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 156° 19.8 NM to fld. 1301/7E.

HARVARD STATE (Ø8K) 2 NE UTC-6(-5DT) N40°39.08' W98°04.79'

OMAHA
 L-10I
 IAP

1815 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3900X150 (TURF)

RWY 17-35: H3745X60 (ASPH) MIRL

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Ultralights on and
 invof arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

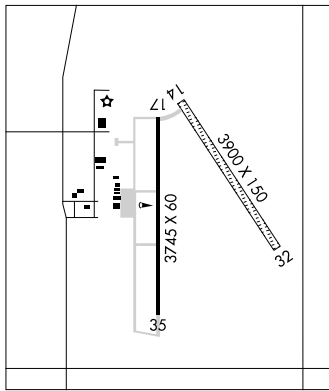
COMMUNICATIONS: CTAF 122.9

® MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 073° 16.2 NM to fld. 1950/7E. HIWAS.



HSI VOR/DME 108.8 Chan 25	APP CRS 353°	Rwy Idg TDZE Apt Elev	3745 1807 1813
-----------------------------------------------	------------------------	-----------------------------	-------------------------------------------

VOR/DME RNAV or GPS RWY 35

HARVARD STATE (Ø8K)



Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.

MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.

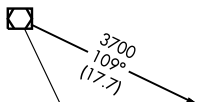
AURORA AWOS-3
121.225

MINNEAPOLIS CENTER
119.4 278.8

CTAF
122.9 0

3045 Δ

MAP
TRUNG
N40°38.62' W98°04.92'
108.8 HSI 074.5°-16.1
1950



HASTINGS
108.8 HSI
Chan 25

1993 \pm Δ

353°

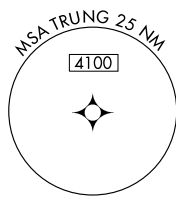
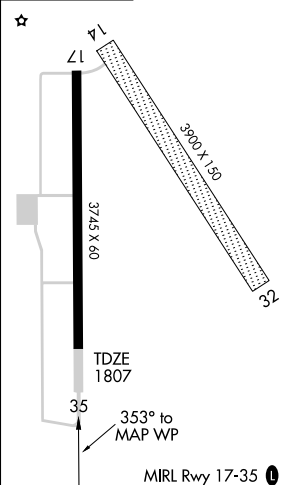
3300
(5)

(FAF)
(PENEW)
5 NM from MAP WP
N40°33.61' W98°04.87'

IAF
CHALS
N40°28.61' W98°04.83'
108.8 HSI 108.5°-17.7
1950

4 NM

ELEV 1813



3500

CHALS



(PENEW)
5 NM from
MAP WP

CHALS

4 NM
Holding Pattern

TRUNG
MAP WP



353°

3300

173°

3500

5 NM

5 NM

CATEGORY	A	B	C	D
S-35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

HASTINGS MUNI (HSI) 2 NW UTC-6(-5DT) N40°36.32' W98°25.67'

OMAHA

1961 B FUEL 100LL JET A NOTAM FILE HSI

H-5B, L-10H

RWY 14-32: H6451X100 (CONC) S-36, D-58, 2D-106 MIRL 0.4% up NW IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 950'. Road.

RWY 04-22: H4501X75 (CONC) S-36, D-47 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 37'. Road.

RWY 22: VASI(V2L)—GA 3.0° TCH 37'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5500 TODA-6451 ASDA-5500 LDA-5500

RWY 32: TORA-6451 TODA-6451 ASDA-6451 LDA-5500

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant

after hrs call 402-461-3060. Self-serve fuel avbl 24 hrs.

ACTIVATE MIRL Rwy 04-22 and Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 120.525 (402) 463-4029. HIWAS 108.8 HSI.**COMMUNICATIONS:** CTAF/UNICOM 122.8

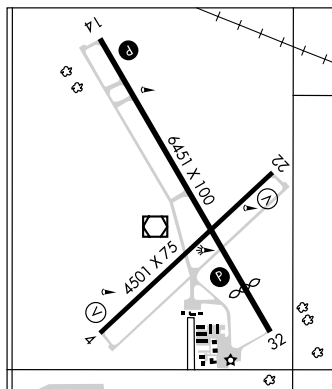
RCO 122.1R 108.8T (COLUMBUS RADIO)

® MINNEAPOLIS CENTER APP/DEP CON 119.4

AIRSPACE: CLASS E svc Mon-Fri 1200-0430Z†, Sat 1200-2000Z†, Sun 1600-0430Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

(L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' at fld. 1950/7E. HIWAS.

PROSSER NDB (HW) 338 PSS N40°41.18' W98°28.65' 148° 5.4 NM to fld. Unmonitored.

**HAY SPRINGS MUNI** (4V6) 0 SW UTC-7(-6DT) N42°40.93' W102°42.07'

CHEYENNE

3831 B FUEL 100LL NOTAM FILE OLU

RWY 11-29: 2750X300 (TURF) MIRL

RWY 11: P-line. RWY 29: Thld displcd 100'. Pole.

AIRPORT REMARKS: Unattended. Rwy 11-29 marked with yellow cones around lgts. Rwy 11-29 MIRL OTS indef. For MIRL Rwy 11-29 and rotating bcn, key 121.9.**COMMUNICATIONS:** CTAF 122.9**HAYES CENTER** N40°27.24' W100°55.42' NOTAM FILE OLU.

OMAHA

(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E.

H-5B, L-10G

RCO 122.1R 117.7T (COLUMBUS RADIO)

HEBRON MUNI (HJH) 1 S UTC-6(-5DT) N40°09.14' W97°35.22'

OMAHA

1466 B FUEL 100LL NOTAM FILE HJH

L-10I

RWY 12-30: H3600X60 (CONC) S-30 MIRL IAP

RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52'. Tree.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Highway.

RWY 03-21: 2532X150 (TURF) 0.6% up SW

RWY 03: Highway. RWY 21: Highway.

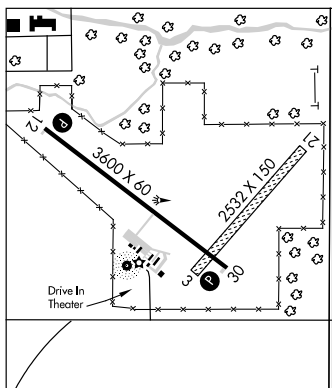
AIRPORT REMARKS: Unattended. For fuel call 402-768-7155. Rwy 03-21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.525 (402) 768-2501.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 046° 37.3 NM to fld. 1880/10E.

NDB (MHW) 323 HJH N40°09.02' W97°35.27' at fld. NOTAM FILE HJH.

**HOLDREGE** N40°26.89' W99°20.45' NOTAM FILE HDE.

OMAHA

NDB (MHW) 396 HDE at Brewster Fld. L-10H

WAAS CH 65612 W14A	APP CRS 143°	Rwy Idg 6451 TDZE 1961 Apt Elev 1961
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RNAV (GPS) RWY 14

HASTINGS MUNI (HSI)

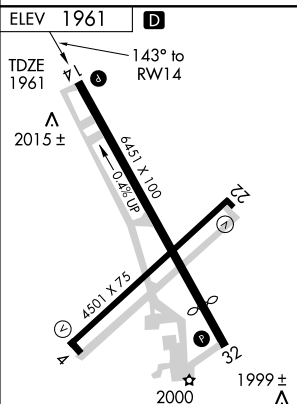
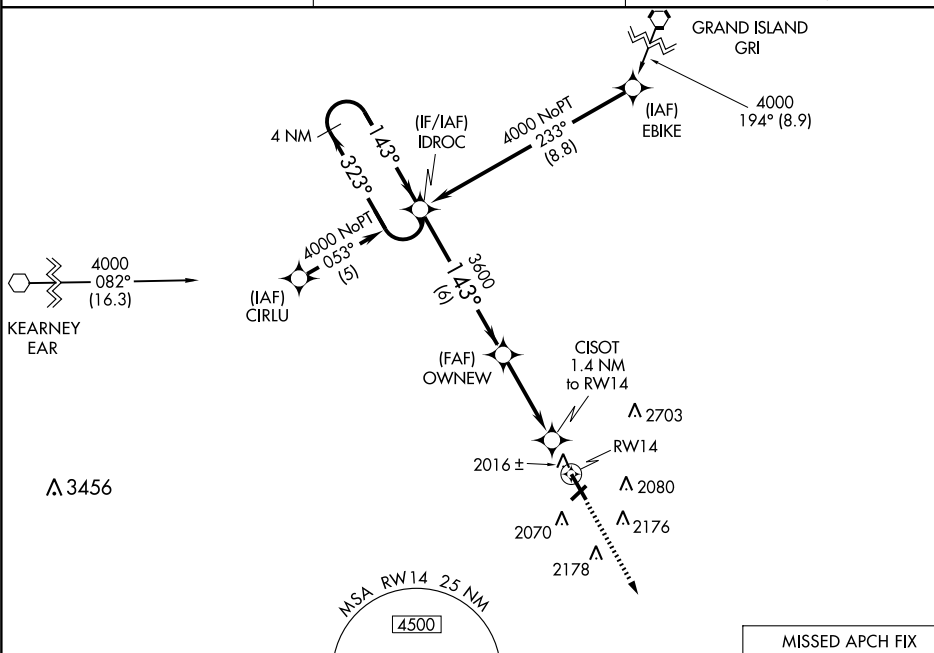
▼ If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 4000 direct FEOB and hold.

ASOS
120.525

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0



MRL Rwy 4-22 and 14-32 0
REL Rwy 14 and 32 0

4 NM Holding Pattern				4000	FEOB
IDROC				323°	143°
OWNEW				143°	
CISOT 1.4 NM to RW14				3600	2440
RW14				6 NM	3.5 NM
VGS and RNAV glidepath not coincident.				1.4 NM	
CATEGORY	A	B	C	D	
LPV DA		2220-1	259 (300-1)		
INAV/ VNAV DA		2280-1	319 (400-1)		
INAV MDA		2280-1	319 (400-1)		
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)	

VOR/DME HSI 108.8 Chan 25	APP CRS 032°	Rwy Idg TDZE Apt Elev	4501 1944 1961
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VOR or GPS RWY 4

HASTINGS MUNI (HSI)



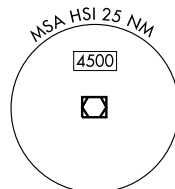
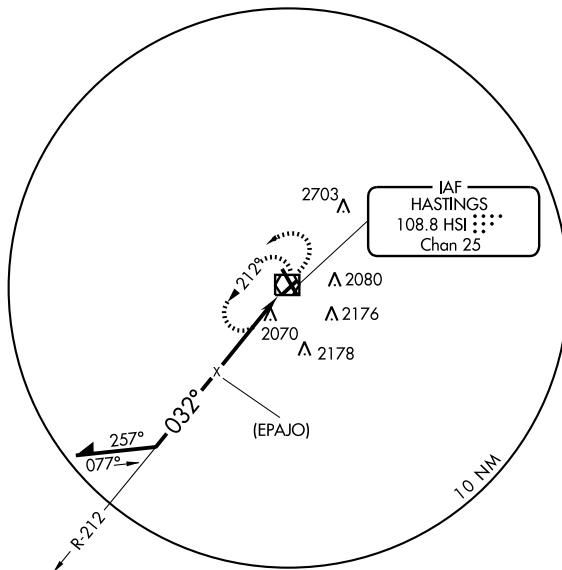
MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.

ASOS
120.525

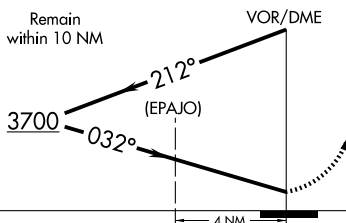
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0

3045



Remain
within 10 NM

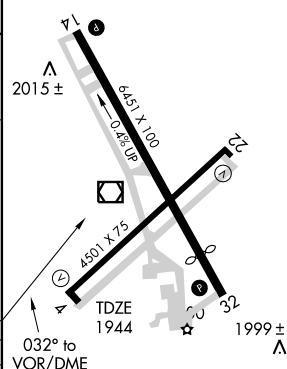


3700
HDG 210°

HSI
 108.8

ELEV 1961

D



MIRL Rwy 4-22 and 14-32 **0**
REIL Rwy 14 and 32 **0**

CATEGORY	A	B	C	D
S-4	2540-1 596 (600-1)		2540-1½ 596 (600-1½)	2540-1¾ 596 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)

VOR/DME HSI 108.8 Chan 25	APP CRS 310°	Rwy Idg TDZE Apt Elev 5501 1945 1961
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VOR or GPS RWY 32

HASTINGS MUNI (HSI)

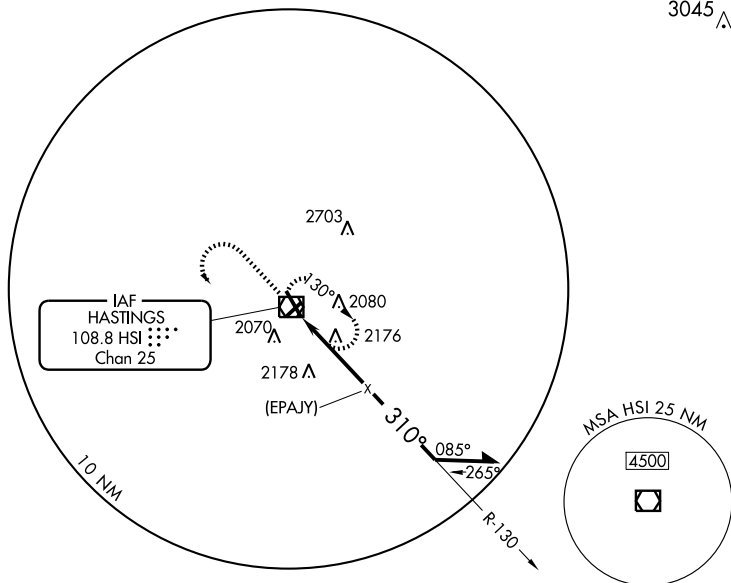


MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.

ASOS
120.525

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0



3700



HSI

108.8

VOR/DME

Remain
within 10 NM

(EPAJY)

3700

4 NM

CATEGORY

A

B

C

D

S-32

2540-1 595 (600-1)

2540-1 1/2
595 (600-1 1/2)2540-1 3/4
595 (600-1 3/4)

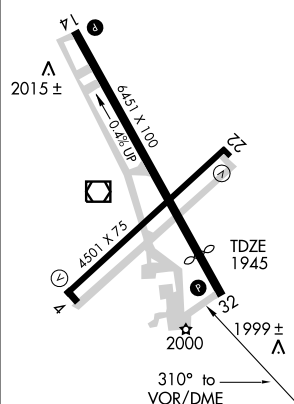
CIRCLING

2540-1 579 (600-1)

2540-1 1/2
579 (600-1 1/2)2540-2
579 (600-2)

ELEV 1961

D



MIRL Rwy 4-22 and 14-32
REIL Rwy 14 and 32

VOR/DME HSI 108.8 Chan 25	APP CRS 151°	Rwy Idg TDZE Apt Elev	6451 1961 1961
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VOR RWY 14

HASTINGS MUNI (HSI)

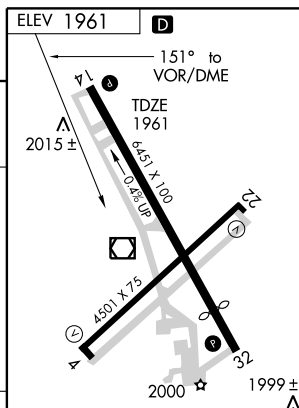
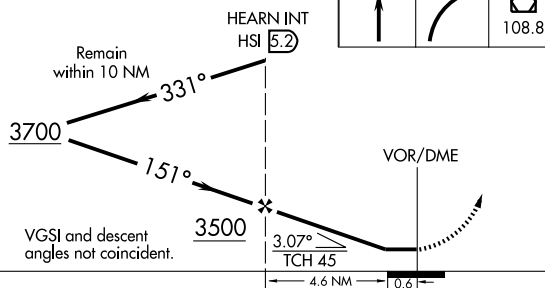
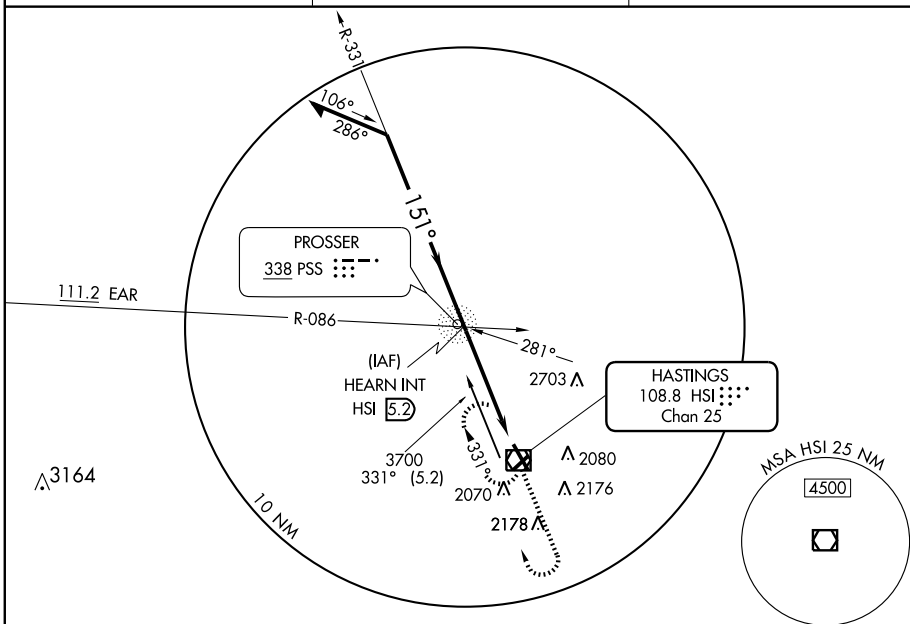


MISSED APPROACH: Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS
120.525

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32 0
REIL Rwy 14 and 32 0

HASTINGS MUNI (HSI) 2 NW UTC-6(-5DT) N40°36.32' W98°25.67'

OMAHA

1961 B FUEL 100LL JET A NOTAM FILE HSI

H-5B, L-10H

RWY 14-32: H6451X100 (CONC) S-36, D-58, 2D-106 MIRL 0.4% up NW IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 950'. Road.

RWY 04-22: H4501X75 (CONC) S-36, D-47 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 37'. Road.

RWY 22: VASI(V2L)—GA 3.0° TCH 37'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5500 TODA-6451 ASDA-5500 LDA-5500

RWY 32: TORA-6451 TODA-6451 ASDA-6451 LDA-5500

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant

after hrs call 402-461-3060. Self-serve fuel avbl 24 hrs.

ACTIVATE MIRL Rwy 04-22 and Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 120.525 (402) 463-4029. HIWAS 108.8 HSI.**COMMUNICATIONS:** CTAF/UNICOM 122.8

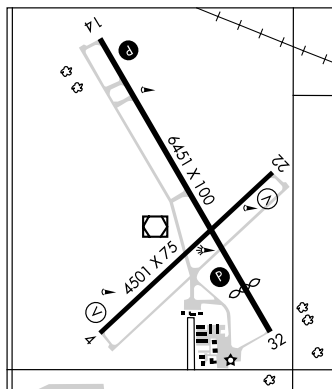
RCO 122.1R 108.8T (COLUMBUS RADIO)

® MINNEAPOLIS CENTER APP/DEP CON 119.4

AIRSPACE: CLASS E svc Mon-Fri 1200-0430Z†, Sat 1200-2000Z†, Sun 1600-0430Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

(L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' at fld. 1950/7E. HIWAS.

PROSSER NDB (HW) 338 PSS N40°41.18' W98°28.65' 148° 5.4 NM to fld. Unmonitored.

**HAY SPRINGS MUNI** (4V6) 0 SW UTC-7(-6DT) N42°40.93' W102°42.07'

CHEYENNE

3831 B FUEL 100LL NOTAM FILE OLU

RWY 11-29: 2750X300 (TURF) MIRL

RWY 11: P-line. RWY 29: Thld displcd 100'. Pole.

AIRPORT REMARKS: Unattended. Rwy 11-29 marked with yellow cones around lgts. Rwy 11-29 MIRL OTS indef. For MIRL Rwy 11-29 and rotating bcn, key 121.9.**COMMUNICATIONS:** CTAF 122.9**HAYES CENTER** N40°27.24' W100°55.42' NOTAM FILE OLU.

OMAHA

(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E.

H-5B, L-10G

RCO 122.1R 117.7T (COLUMBUS RADIO)

HEBRON MUNI (HJH) 1 S UTC-6(-5DT) N40°09.14' W97°35.22'

OMAHA

1466 B FUEL 100LL NOTAM FILE HJH

L-10I

RWY 12-30: H3600X60 (CONC) S-30 MIRL IAP

RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52'. Tree.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Highway.

RWY 03-21: 2532X150 (TURF) 0.6% up SW

RWY 03: Highway. RWY 21: Highway.

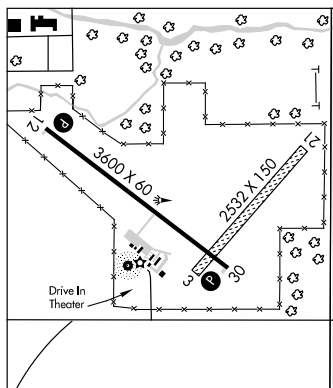
AIRPORT REMARKS: Unattended. For fuel call 402-768-7155. Rwy 03-21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.525 (402) 768-2501.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 046° 37.3 NM to fld. 1880/10E.

NDB (MHW) 323 HJH N40°09.02' W97°35.27' at fld. NOTAM FILE HJH.

**HOLDREGE** N40°26.89' W99°20.45' NOTAM FILE HDE.

OMAHA

NDB (MHW) 396 HDE at Brewster Fld. L-10L

GPS RWY 12

HEBRON MUNI (HJH)

 APP CRS
122°

 Rwy Idg **3600**
 TDZE **1465**
 Apt Elev **1468**

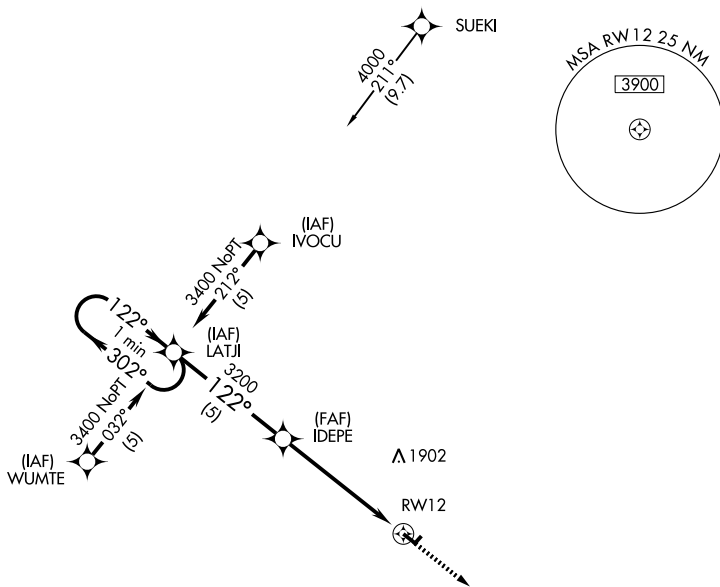

Use Beatrice altimeter setting.

NA

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

 AWOS-3
118.525

 MINNEAPOLIS CENTER
126.4 317.7

 CTAF
122.9


ELEV 1468

2837

122° to RWY 12

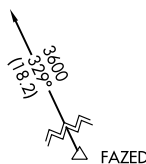
TDZE 1465

3600 X 60

2532 X 150

-0.6% UP

30



One Minute Holding Pattern

LATJI

IDEPE

3400

AMIFA

 3400 ← 302°
 122° → 3400

 122°
 3200


5 NM 5.5 NM

CATEGORY	A	B	C	D
S-12	2080-1	615 (700-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	

MIRL Rwy 12-30

REIL Rwy 12 and 30

HEBRON, NEBRASKA

Orig 09071

40°09'N-97°35'W

HEBRON MUNI (HJH)

GPS RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

GPS RWY 30

HEBRON MUNI (HJH)

APP CRS
302°

Rwy Idg **3600**
TDZE **1466**
Apt Elev **1468**



Use Beatrice altimeter setting.

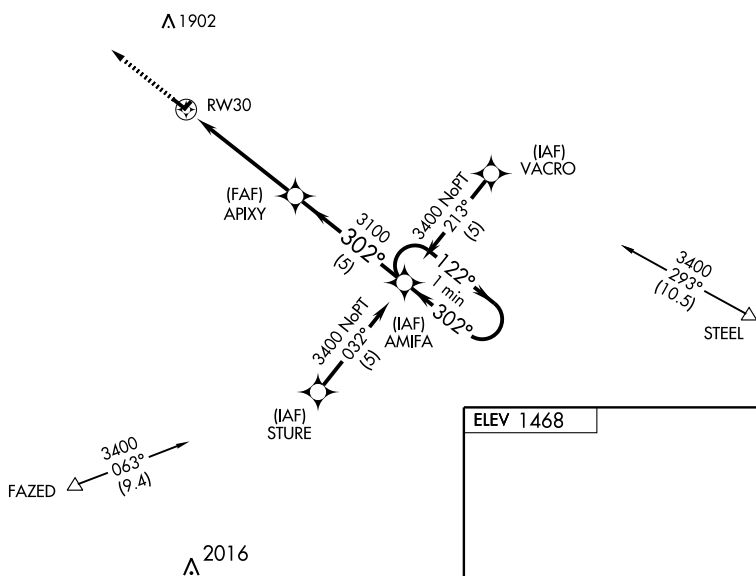
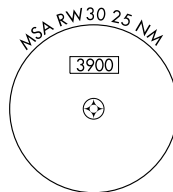
NA

MISSED APPROACH: Climb to 3400 direct LATJI WP and hold.

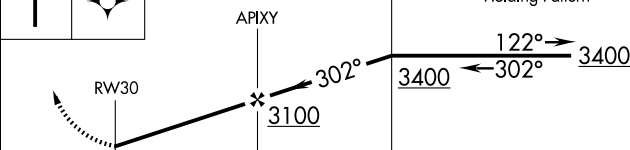
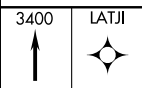
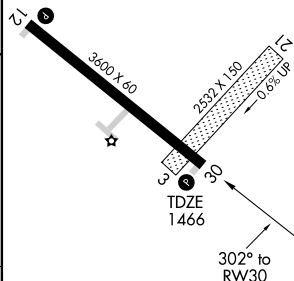
AWOS-3
118.525

MINNEAPOLIS CENTER
126.4 317.7

CTAF
122.9



ELEV 1468



CATEGORY	A	B	C	D
S-30	2060-1	594 (600-1)	NA	NA
CIRCLING	2100-1	632 (700-1)	NA	NA

MIRL Rwy 12-30
REIL Rwy 12 and 30

NDB HJH
323

APP CRS
128°

Rwy Idg	3600
TDZE	1465
Apt Elev	1468

NDB RWY 12
HEBRON MUNI (HJH)



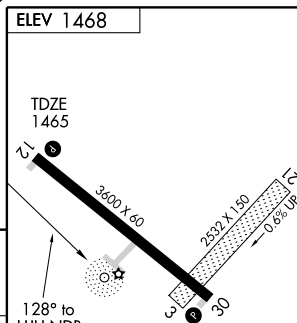
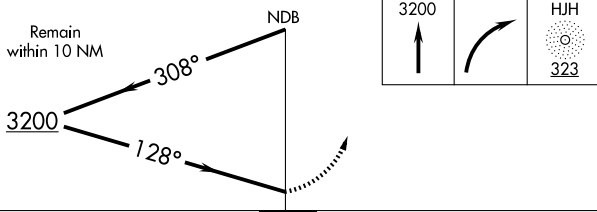
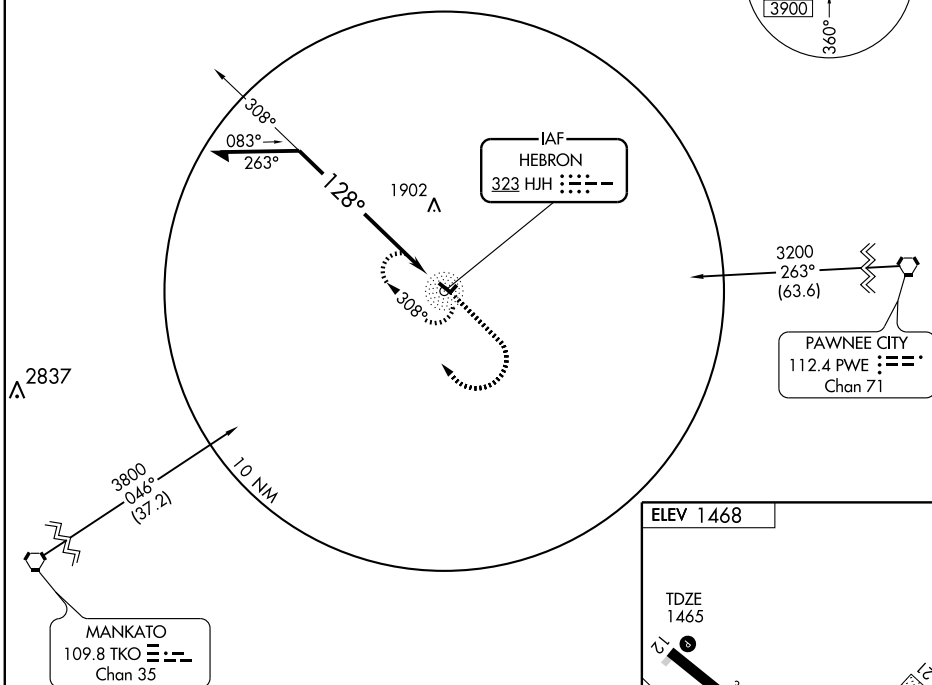
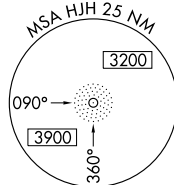
Use Beatrice altimeter setting.



MISSED APPROACH: Climb to 3200 then right turn direct HJH NDB and hold.

AWOS-3
118.525

MINNEAPOLIS CENTER
126.4 317.7

CTAF
122.9 **L**

CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)	NA	
CIRCLING	2200-1	732 (800-1)	NA	

MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

HOLDREGE**BREWSTER FLD** (HDE) 2 NE UTC-6(-5DT) N40°27.13' W99°20.19'

2313 B S4 FUEL 100LL TPA-3313(1000) NOTAM FILE HDE

RWY 18-36: H4701X75 (ASPH-CONC) S-30 MIRL

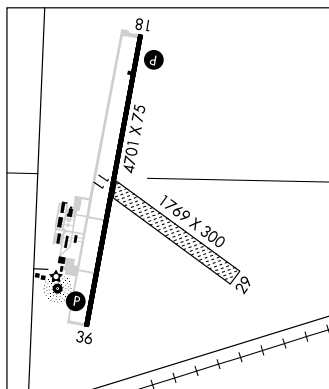
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

RWY 11-29: 1769X300 (TURF) 0.3% SE

RWY 11: P-lines. RWY 29: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z \pm . For attendant after hrs call 308-991-3760. For svc after hrs call 308-991-3760. 24 hr self svc fuel avbl via credit card system. Rwy 18-36 south 3100' and center 50' asph. Extensive crop spraying ops invof arpt Apr-Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11-29 not plowed winter months. Rwy 11-29; boundary cones on rwy ends. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.325 (308) 995-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.**HASTINGS (L) VOR/DME** 108.8 HSI Chan 25 N40°36.27'W98°25.78' 251° 42.5 NM to fld. 1950/7E. **HIWAS.****KEARNEY (L) VORW** 111.2 EAR N40°43.54' W99°00.31' 213° 22.3 NM to fld. NOTAM FILE EAR.**HOLDREGE NDB (MHW)** 396 HDE N40°26.89' W99°20.45' at fld. NOTAM FILE HDE.**HOOKER CO** (See MULLEN)**HYANNIS****GRANT COUNTY** (1V2) 1 NW UTC-6(-5DT) N42°00.57' W101°46.16'

3710 B FUEL 100LL TPA-4510(800) NOTAM FILE OLU

RWY 17-35: H3975X50 (ASPH) MIRL

RWY 17: Thld displcd 375'. Road.

RWY 35: Thld displcd 675'. Pole.

AIRPORT REMARKS: Unattended. For fuel call 308-458-2237. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AIA.**ALLIANCE (L) VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' 082° 46.4 NM to fld. 3927/11E.**CHEYENNE**

L-12G

IMPERIAL MUNI (IML) 1 SE UTC-7(-6DT) N40°30.62' W101°37.21'

3275 B NOTAM FILE IML

RWY 13-31: H5022X100 (CONC) S-21 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 42'. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 42'. Fence.

RWY 03-21: 2756X280 (TURF)

RWY 03: Fence.

RWY 21: Road.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z \pm . Extensive crop spraying ops invof arpt Apr-Aug. Birds invof arpt-seasonal. Rwy 03-21 not plowed during winter months. Rwy 03-21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: ASOS 124.175 (308) 882-5186.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.**HAYES CENTER (H) VORTAC** 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 265° 32.1 NM to fld. 3010/11E.

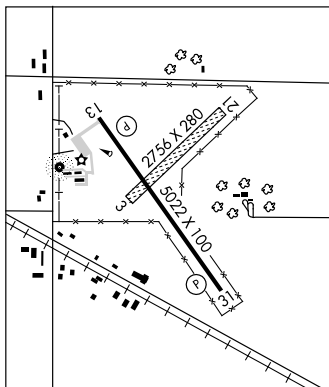
NDB (MHW) 283 IML N40°30.69' W101°37.65' at fld.

NOTAM FILE IML.

CHEYENNE

H-5B, L-10G

IAP

**JIM KELLY FLD** (See LEXINGTON)**JONES** (See BENKELMAN)

NDB HDE 396	APP CRS 187°	Rwy Idg TDZE Apt Elev	4701 2309 2310
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NDB RWY 18

HOLDREGE/BREWSTER FIELD (HDE)



MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

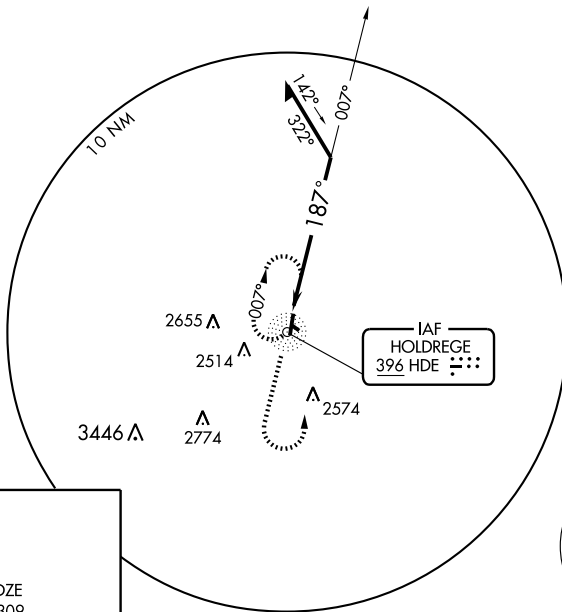
AWOS-3
121.325

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0

KEARNEY
111.2 EAR **11.2**

3900
213°
(22.6)



MSA HDE 25 NM

4500

ELEV 2310

187° to
HDE NDB

81
TDZE
2309

4701 X 75

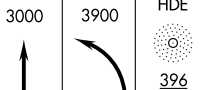
1769 X 300

0.3% Up

2

36

REIL Rwy 18 and 36
MIRL Rwy 18-36



NDB

Remain
within 10 NM

007°
3900
187°

CATEGORY	A	B	C	D
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)

HOLDREGE, NEBRASKA

Amdt 7A 08101

HOLDREGE/BREWSTER FIELD (HDE)

40°27'N-99°20'W

NDB RWY 18

WAAS CH 73002 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4701 2309 2313
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RNAV (GPS) RWY 18

HOLDREGE/BREWSTER FIELD (HDE)

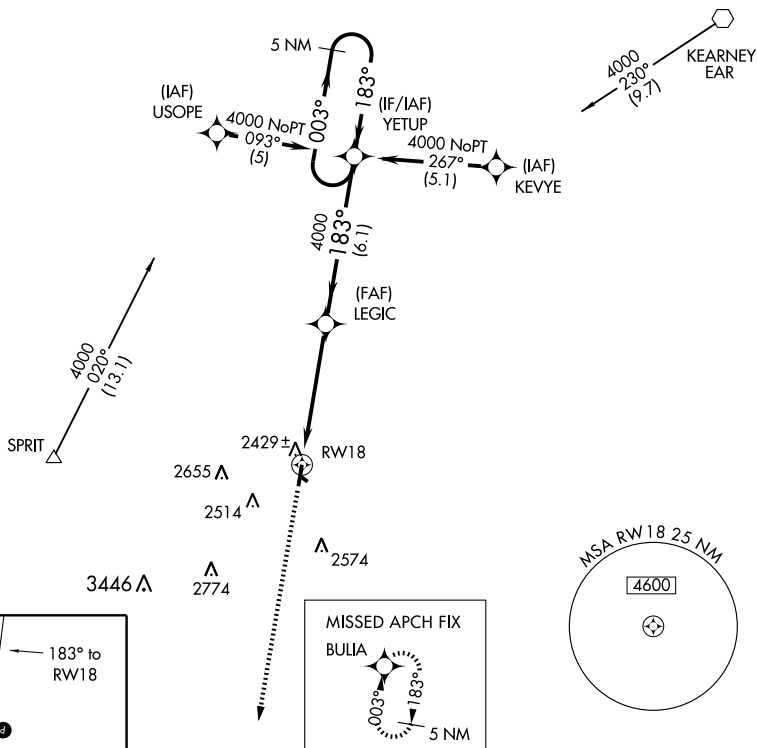
▼ If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA.
▲ VDP NA when using Kearney altimeter setting.

MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3
121.325

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



ELEV 2313

TDZE 2309

81

183° to RW18

4701 X 75

1769 X 300

0.3% UP

36

MIRL Rwy 18-36 0
REIL Rws 18 and 36 0

3900	BULIA	LEGIC	YETUP	5 NM Holding Pattern
* LNAV only	* 1.1 NM to RW18	183°	003°	4000
1.1	4.0 NM	6.1 NM		GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2680-1 371 (400-1)			2680-1 1/4 371 (400-1 1/4)
CIRCLING	2840-1	527 (600-1)	2840-1 1/2 527 (600-1 1/2)	2880-2 567 (600-2)

WAAS CH 69301 W36A	APP CRS 003°	Rwy Idg 4701 TDZE 2309 Apt Elev 2313
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 36

HOLDREGE/BREWSTER FIELD (HDE)

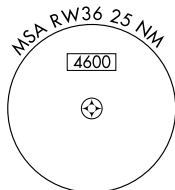
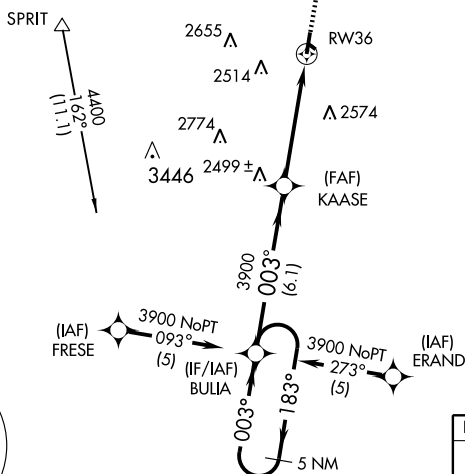
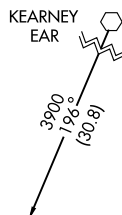
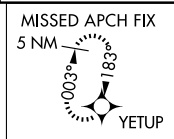
T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney
A altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using
Kearney altimeter setting.

MISSED APPROACH: Climb to 4000 direct YETUP and hold.

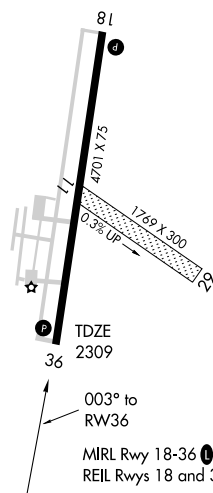
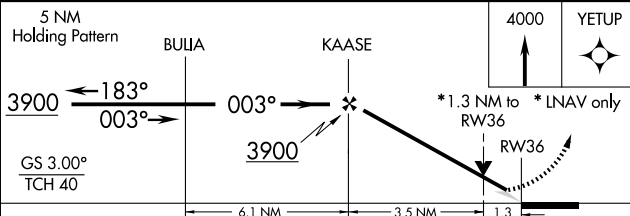
AWOS-3
121.325

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**



ELEV 2313



CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2760-1 451 (500-1)	2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)	
CIRCLING	2840-1 527 (600-1)	2840-1½ 527 (600-1½)	2880-2 567 (600-2)	

VOR EAR 111.2	APP CRS 212°	Rwy Idg TDZE Apt Elev	N/A N/A 2313
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VOR/DME-A

HOLDREGE/BREWSTER FIELD (HDE)

▼ If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-**EAR** DME and **EAR** VOR required.

MISSED APPROACH: Climbing left turn to 3900 via **EAR** VOR R-212 to **GABEE** I-**EAR** 18 DME and hold.

AWOS-3
121.325

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)

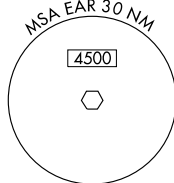
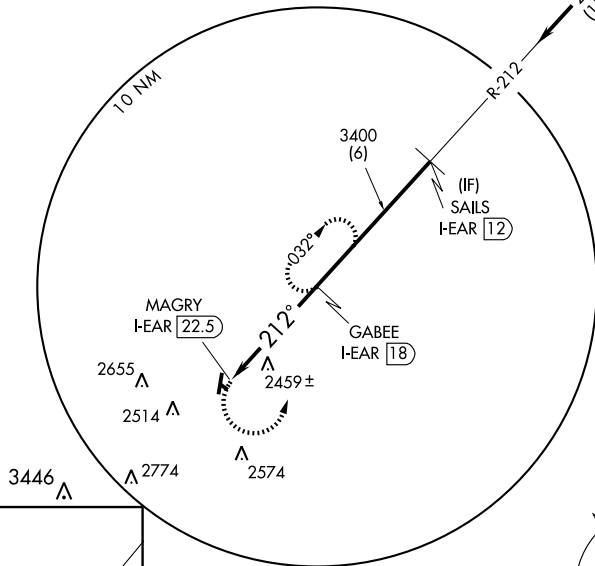
Procedure NA for arrivals on **EAR** VOR airway radials 227.

LOCALIZER 110.9

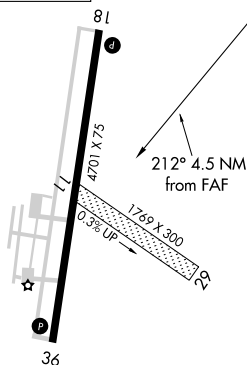
I-**EAR** **110.9**
Chan 46

3800
212°
(11.4)

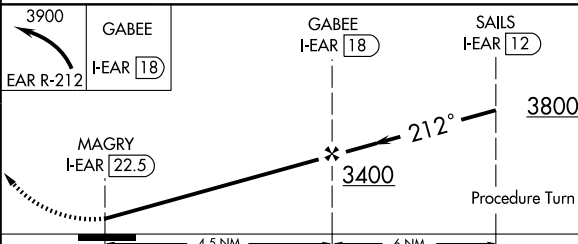
IAF
KEARNEY
111.2 **EAR** **111.2**



ELEV 2313



REIL Rwy 18 and 36
MIRL Rwy 18-36



CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

HOLDREGE**BREWSTER FLD** (HDE) 2 NE UTC-6(-5DT) N40°27.13' W99°20.19'

OMAHA

2313 B S4 FUEL 100LL TPA-3313(1000) NOTAM FILE HDE

L-10H

RWY 18-36: H4701X75 (ASPH-CONC) S-30 MIRL

IAP

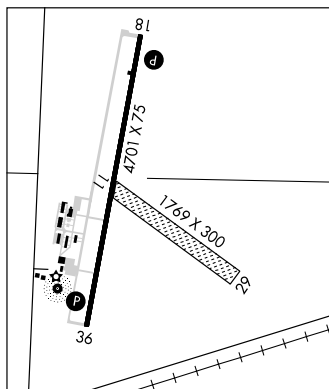
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

RWY 11-29: 1769X300 (TURF) 0.3% SE

RWY 11: P-lines. RWY 29: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 308-991-3760. For svc after hrs call 308-991-3760. 24 hr self svc fuel avbl via credit card system. Rwy 18-36 south 3100' and center 50' asph. Extensive crop spraying ops invof arpt Apr-Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11-29 not plowed winter months. Rwy 11-29; boundary cones on rwy ends. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.325 (308) 995-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.**HASTINGS (L) VOR/DME** 108.8 HSI Chan 25 N40°36.27'W98°25.78' 251° 42.5 NM to fld. 1950/7E. **HIWAS.****KEARNEY (L) VORW** 111.2 EAR N40°43.54' W99°00.31' 213° 22.3 NM to fld. NOTAM FILE EAR.**HOLDREGE NDB (MHW)** 396 HDE N40°26.89' W99°20.45' at fld. NOTAM FILE HDE.**HOOKER CO** (See MULLEN)**HYANNIS****GRANT COUNTY** (1V2) 1 NW UTC-6(-5DT) N42°00.57' W101°46.16'

CHEYENNE

3710 B FUEL 100LL TPA-4510(800) NOTAM FILE OLU

L-12G

RWY 17-35: H3975X50 (ASPH) MIRL

RWY 17: Thld displcd 375'. Road.

RWY 35: Thld displcd 675'. Pole.

AIRPORT REMARKS: Unattended. For fuel call 308-458-2237. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AIA.**ALLIANCE (L) VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' 082° 46.4 NM to fld. 3927/11E.**IMPERIAL MUNI** (IML) 1 SE UTC-7(-6DT) N40°30.62' W101°37.21'

CHEYENNE

3275 B NOTAM FILE IML

H-5B, L-10G

RWY 13-31: H5022X100 (CONC) S-21 MIRL

IAP

RWY 13: PAPI(P2L)—GA 3.0° TCH 42'. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 42'. Fence.

RWY 03-21: 2756X280 (TURF)

RWY 03: Fence.

RWY 21: Road.

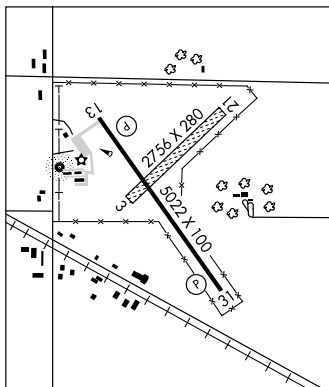
AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z†. Extensive crop spraying ops invof arpt Apr-Aug. Birds invof arpt-seasonal. Rwy 03-21 not plowed during winter months. Rwy 03-21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13-31—CTAF.

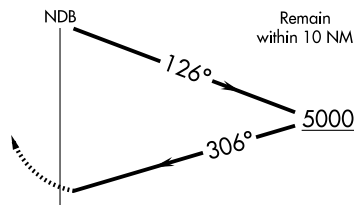
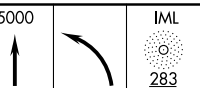
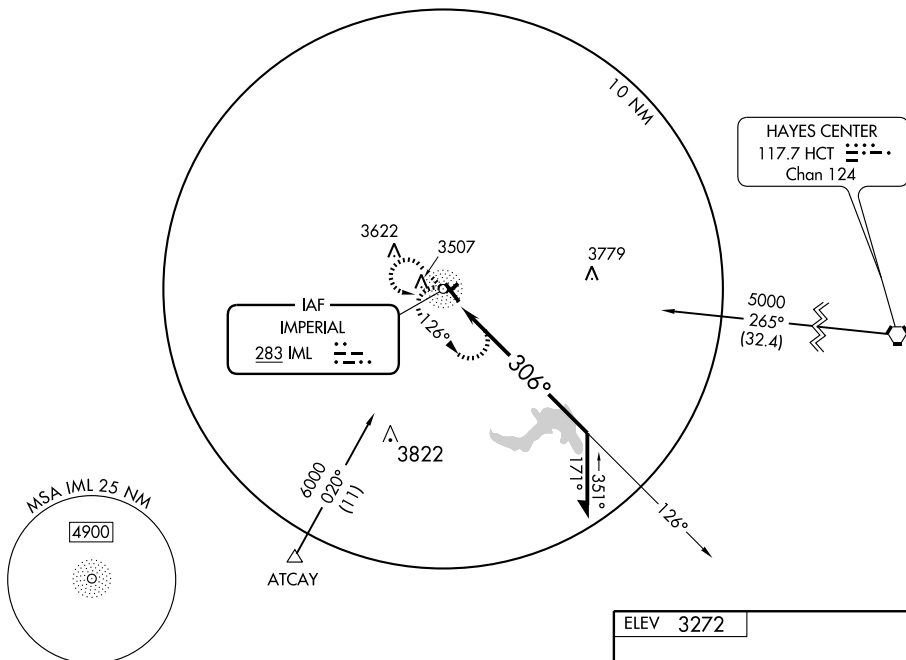
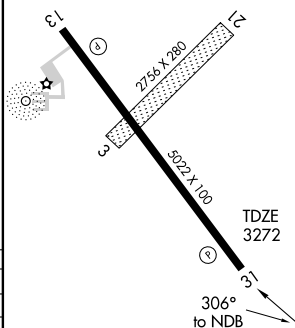
WEATHER DATA SOURCES: ASOS 124.175 (308) 882-5186.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.**HAYES CENTER (H) VORTAC** 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 265° 32.1 NM to fld. 3010/11E.

NDB (MHW) 283 IML N40°30.69' W101°37.65' at fld.

NOTAM FILE IML.

**JIM KELLY FLD** (See LEXINGTON)**JONES** (See BENKELMAN)

NDB IML
283APP CRS
306°Rwy Idg
TDZE
Apt Elev
5022
3272
3272**NDB RWY 31**
IMPERIAL MUNI (IML)If local altimeter setting not received,
use Ogallala altimeter setting.MISSED APPROACH: Climb to 5000 then left turn direct
IML NDB and hold.ASOS
124.175DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) 0ELEV **3272**MIRL Rwy 13-31 **0**

CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)	NA	NA
CIRCLING	3900-1	628 (700-1)	NA	NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)	NA	NA
CIRCLING	4000-1	728 (700-1)	NA	NA

WAAS CH 66003 W13A	APP CRS 135°	Rwy Idg 5022 TDZE 3273 Apt Elev 3275
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RNAV (GPS) RWY 13

IMPERIAL MUNI (IML)

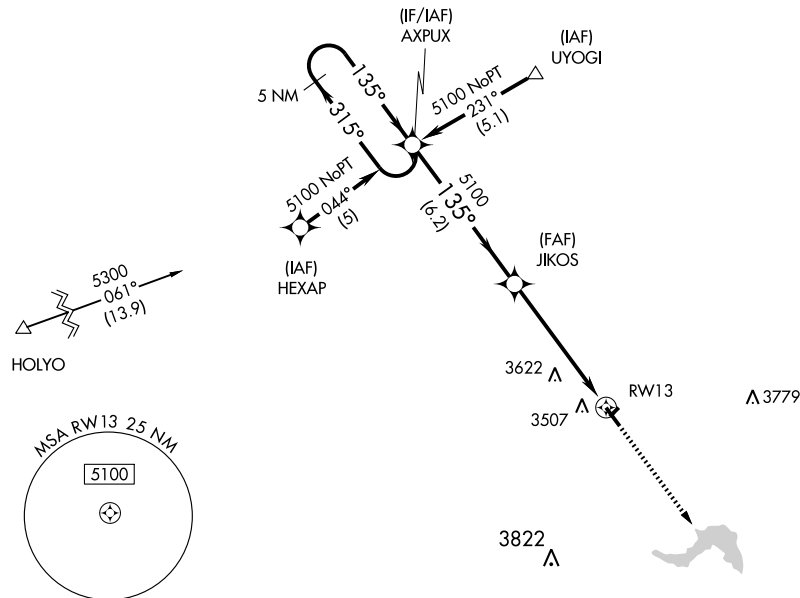
T For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

MISSED APPROACH:
Climb to 5000 direct
AQIMU and hold.

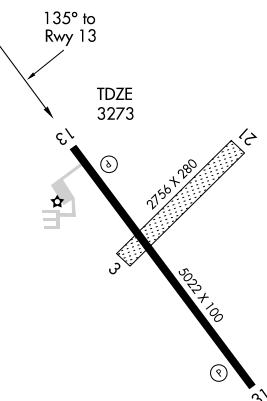
ASOS
124.175

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



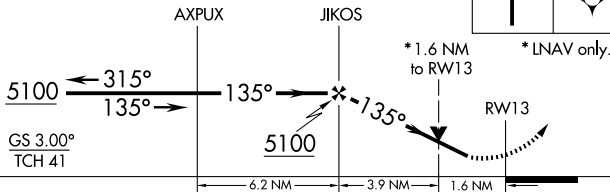
ELEV **3275**



5 NM
Holding Pattern

5000

AQIMU



CATEGORY	A	B	C	D
LPV DA	3548-1	275 (300-1)		NA
LNAV/VNAV DA	3752-1 ³ / ₄	479 (500-1 ³ / ₄)		NA
LNAV MDA	3820-1	547 (600-1)		NA
CIRCLING	3860-1	585 (600-1)		NA

WAAS CH 72903 W31A	APP CRS 315°	Rwy Idg 5022 TDZE 3270 Apt Elev 3275
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 31

IMPERIAL MUNI (IML)

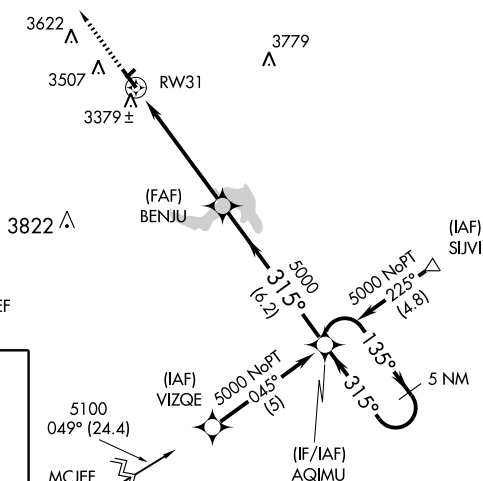
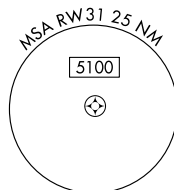
▼ BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

MISSED APPROACH:
Climb to 5100 direct
AXPUX and hold.

ASOS
124.175

DENVER CENTER
132.7 397.85

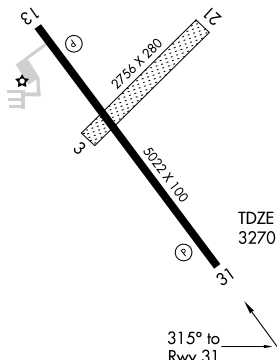
UNICOM
122.8 (CTAF) 0



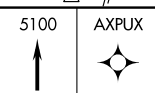
Procedure NA for arrivals at MCJEF
via V220 westbound.

Procedure NA
for arrivals at SIJVI
via V8 eastbound.

ELEV **3275**

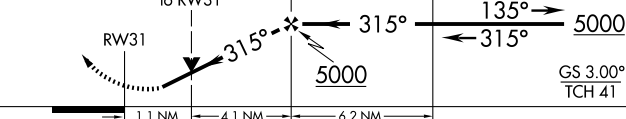


MIRL Rwy 13-31 **0**



* LNAV only.

* 1.1 NM
to RW31



CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)	NA	NA
LNAV/VNAV DA	3649-1 1/4	379 (400-1 1/4)	NA	NA
LNAV MDA	3640-1	370 (400-1)	NA	NA
CIRCLING	3860-1	585 (600-1)	NA	NA

AIRPORT DIAGRAM

AL-541 (FAA)

KEARNEY RGNL (E.A.R.)
KEARNEY, NEBRASKAAWOS-3
123.875
CTAF/UNICOM
123.0

99°00.5'W

99°00.0'W

98°59.5'W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

Drag Strip

40°44.0'N

HANGARS

TERMINAL

FIRE STATION

ELEV
2129ELEV
2129

4498 X 75

ELEV
2128FIELD
ELEV
2131RWY 13-31
S-30, D-38
RWY 18-36
S-48, D-73, 25-93

2215

40°43.0'N

AIRPORT DIAGRAM

KEARNEY, NEBRASKA
KEARNEY RGNL (E.A.R.)

KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC-6(-5DT) N40°43.62' W99°00.41'

2131 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR

RWY 18-36: H7094X150 (ASPH) S-48, D-73, 2S-93 HIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45'. Building.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 13-31: H4498X75 (CONC) S-30, D-38 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 43'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 44'.

AIRPORT REMARKS: Attended 1200-0200Z±. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13-31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (308) 237-5608.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.55 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

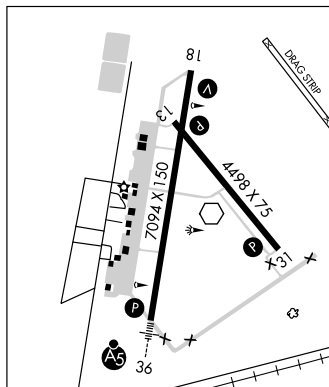
W98°25.78' 279° 27.4 NM to fld. 1950/7E. HIWAS.

(L) VORW 111.2 EAR N40°43.54' W99°00.31' at fld.

NOTAM FILE EAR.

ANOKA NDB (LOM) 422 EA N40°37.57' W99°01.54' 359° 6.1 NM to fld. Unmonitored.

ILS/DME 110.9 I-EAR Chan 46 Rwy 36 Class IE. LOM ANOKA NDB. GS and LOM unmonitored. ILS unmonitored.



OMAHA

H-5B, L-10H

IAP, AD

KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC-7(-6DT) N41°11.28' W103°40.64'

4926 B FUEL 100LL, JET A NOTAM FILE IBM

RWY 10-28: H6199X75 (CONC) S-30, D-45 MIRL 0.4% up W

RWY 10: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 28: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. After hrs call arpt manager 308-235-8786 or 308-235-2654. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

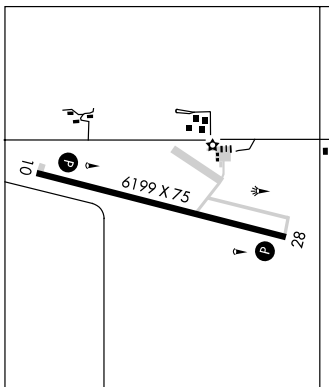
WEATHER DATA SOURCES: AWOS-3 118.075 (308) 235-2516.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 125.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 267° 32.0 NM to fld. 4300/13E. HIWAS.



CHEYENNE

H-5A, L-12F

IAP

LEE BIRD N41°07.63' W100°41.39'

RCO 122.5 (COLUMBUS RADIO)

OMAHA

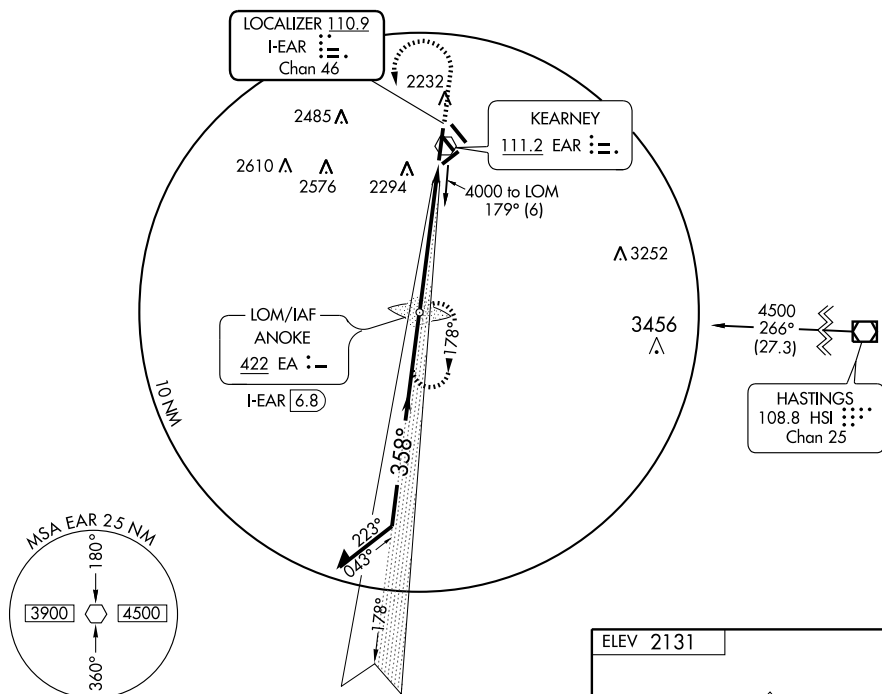
H-5B, L-10H

LOC/DME I- EAR 110.9 Chan 46	APP CRS 358°	Rwy ldg TDZE Apt Elev	7094 2131 2131
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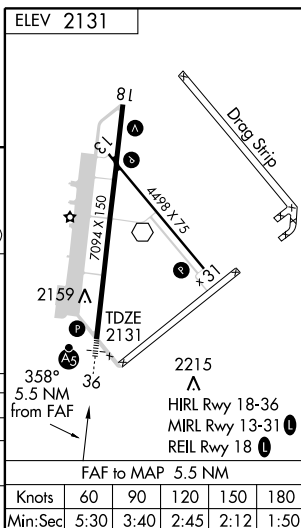
ILS RWY 36

KEARNEY RGNL (EAR)

NA	MALSR	MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/I- EAR 6.8 DME and hold.
AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 0



Remain within 10 NM ANOKE LOM I- EAR 6.8 4000 358° 3949 4000 GS 3.00° TCH 39 5.5 NM				
4000 EAR 111.2 EAR R-179 EA 422 I- EAR 6.8 I- EAR 1.3				
CATEGORY	A	B	C	D
S-ILS 36	2331-1/2		200 (200-1/2)	
S-LOC 36	2540-1/2	409 (500-1/2)	2540-3/4 409 (500-3/4)	
CIRCLING	2600-1	469 (500-1)	2600-1 1/2 469 (500-1 1/2)	2700-2 569 (600-2)



LOM ANOKE 422 EA	APP CRS 358°	Rwy Idg TDZE Apt Elev	7094 2131 2131
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NDB RWY 36

KEARNEY RGNL (EAR)

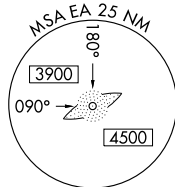
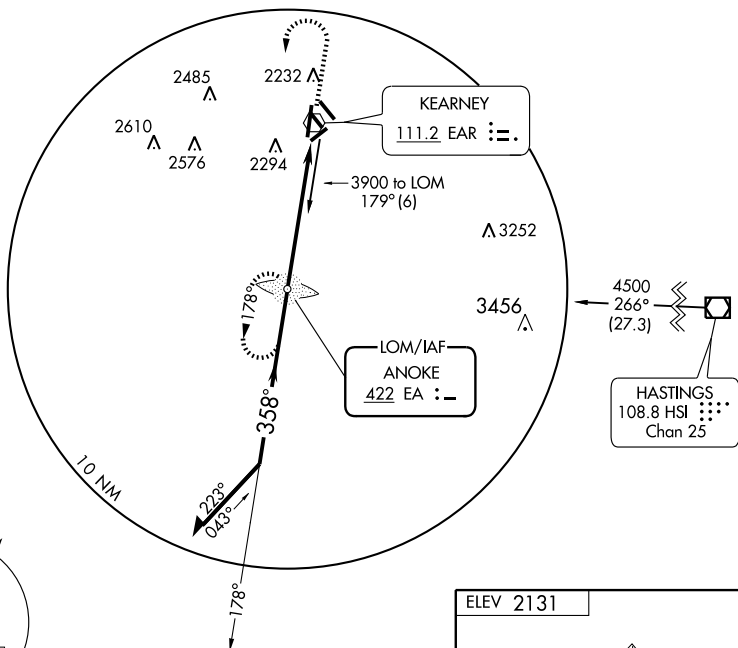


MISSED APPROACH: Climb to 3900 then left turn direct EA LOM and hold.

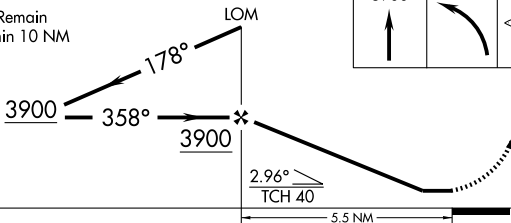
AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

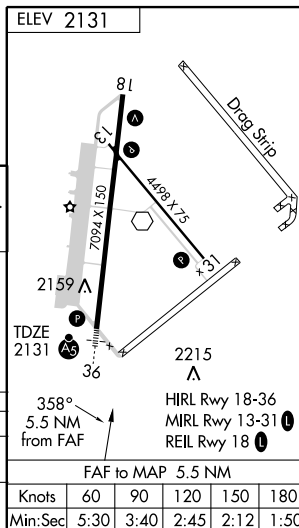
UNICOM
123.0 (CTAF) **0**



Remain
within 10 NM



CATEGORY	A	B	C	D
S-36	2600-¾	469 (500-¾)		2600-1¼ 469 (500-1¼)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



WAAS CH 86213 W18A	APP CRS 178°	Rwy Idg TDZE 2131 Apt Elev 2131	7094
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RNAV (GPS) RWY 18

KEARNEY RGNL (E.A.R.)

▼ Baro-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Brewster Field altimeter setting.

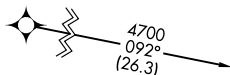
MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) 1

YOZLE



Procedure NA for arrivals
at YOZLE
via V219 southwest bound.

5 NM

(IAF)
SELYO

4700 NoPT
088°
(5)

358°
178°

(IF/IAF)
HONVA

4700 NoPT
268°
(5)

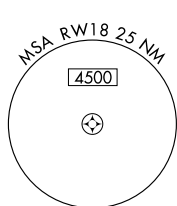
(IAF)
JIBLU

4000
178°
(6.1)

(FAF)
BIGLA

ADRU

Procedure NA for arrivals
at ADRU
via V8 eastbound.



2485

2610

2576

2294

2215

2232

RW18

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

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2215

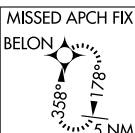
2215

2215

2215

2215

2215



3252

4700
BELON

HONVA

5 NM
Holding Pattern

BIGLA

178°

358°

4700

GS 3.00°
TCH 45

*1.3 NM to
RW18

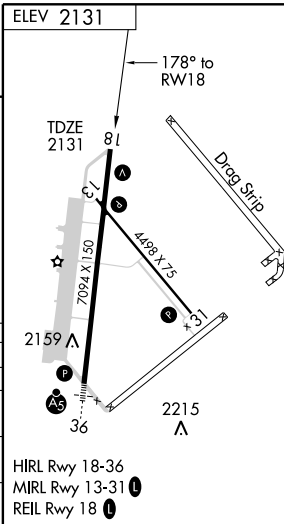
*LNAV only

1.3 NM

4.3 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	2470-1¼	339 (400-1¼)		
LNAV/VNAV DA	2520-1½	389 (400-1½)		
LNAV MDA	2600-1 469 (500-1)	2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)	
CIRCLING	2600-1½ 469 (500-1½)		2700-2 569 (600-2)	



HIRL Rwy 18-36
MIRL Rwy 13-31
REIL Rwy 18

WAAS CH 90113 W36A	APP CRS 358°	Rwy Idg 7094 TDZE 2131 Apt Elev 2131
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RNAV (GPS) RWY 36

KEARNEY RGNL (E.A.R.)

▼ **▲** BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1 mile, increase LNAV Cat D visibility to 1¼ mile.



MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3
123.875

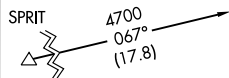
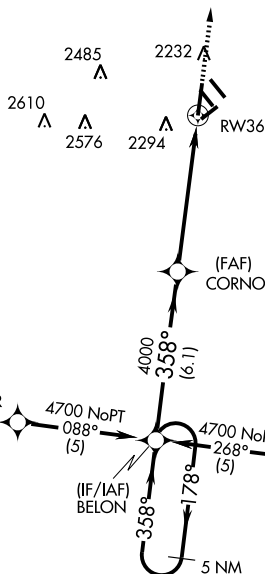
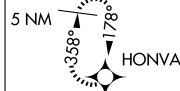
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) 0

MSA RW36 2.5 NM

4500

MISSED APPR FIX

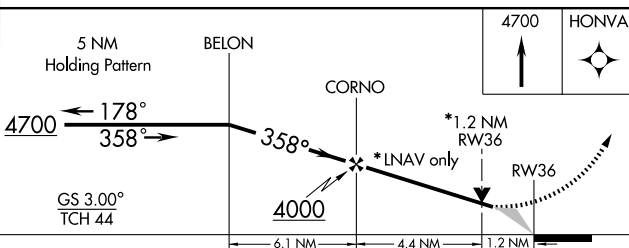


3252
▲

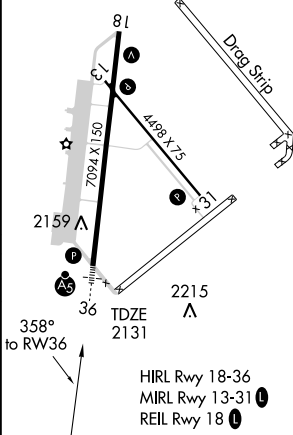
3456
▲



ELEV 2131



CATEGORY	A	B	C	D
LPV DA	2390-½		259 (300-½)	
LNAV/ VNAV	2580-1		449 (500-1)	
LNAV MDA	2540-½	409 (500-½)	2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½		2700-2 569 (600-2)	



VOR EAR 111.2	APP CRS 139°	Rwy Idg TDZE Apt Elev	4497 2130 2131
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VOR RWY 13

KEARNEY RGNL (EAR)

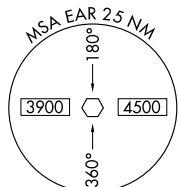
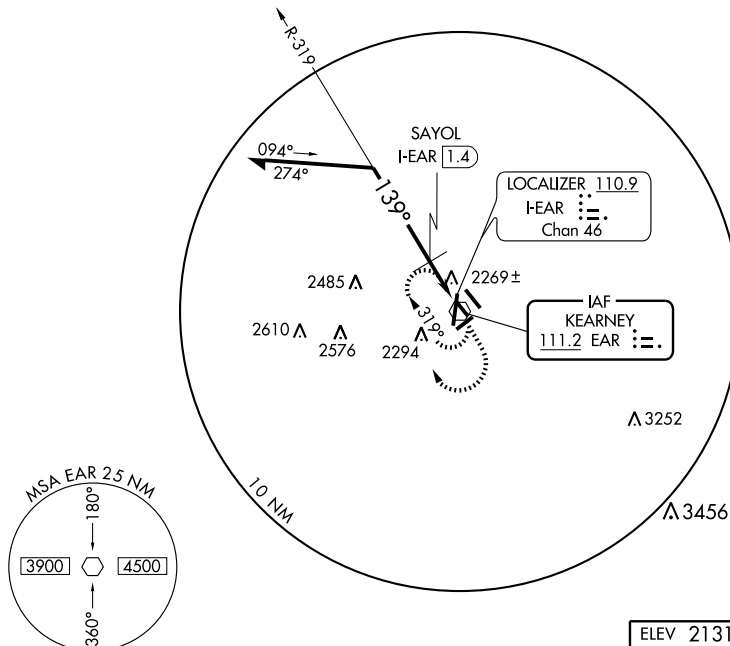


MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

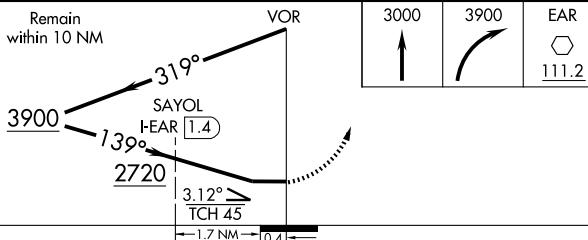
AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

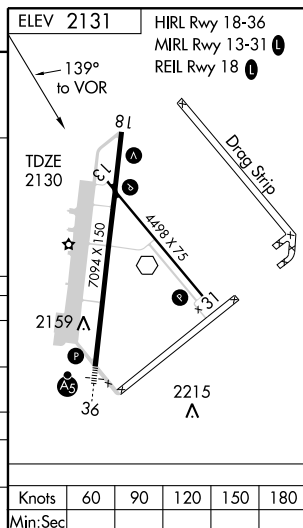
UNICOM
123.0 (CTAF) **0**



Remain
within 10 NM



CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)	2520-1½ 390 (400-1½)	2520-1¾ 390 (400-1¾)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



Knots	60	90	120	150	180
Min:Sec					

VOR EAR 111.2 APP CRS 171° Rwy ldg TDZE **7094**
Apt Elev **2131**

VOR RWY 18
KEARNEY RGNL (EAR)

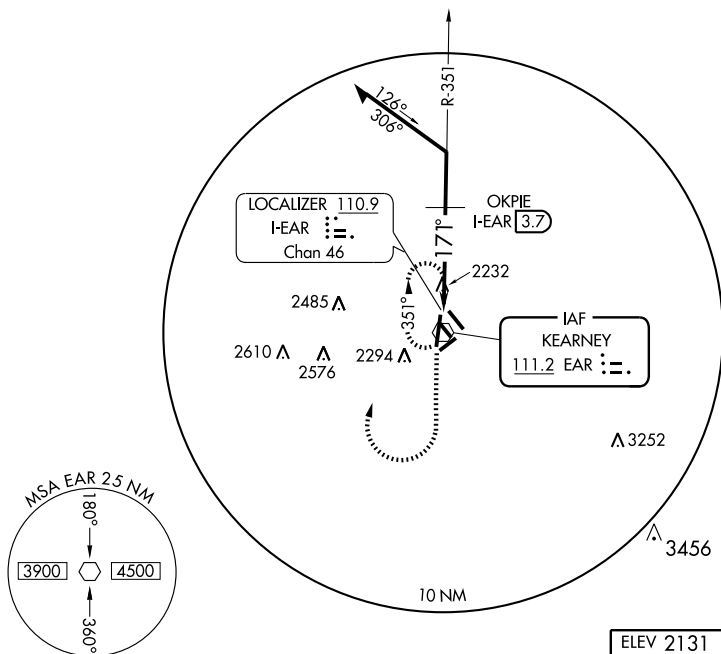


MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

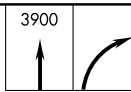
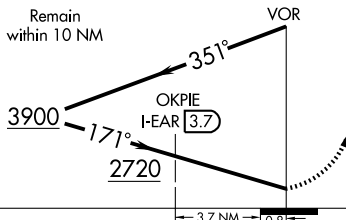
AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) 0



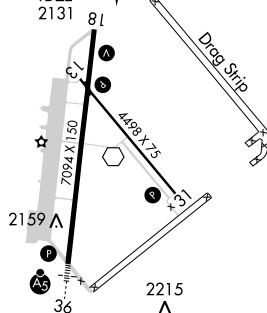
Remain within 10 NM



ELEV 2131

171° to → EAR VOR
HIRL Rwy 18-36
MIRL Rwy 13-31
REIL Rwy 18

TDZE 2131



CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

VOR EAR **111.2**
APP CRS **007°**
Rwy Idg **7094**
TDZE **2131**
Apt Elev **2131**

VOR RWY 36
KEARNEY RGNL (EAR)

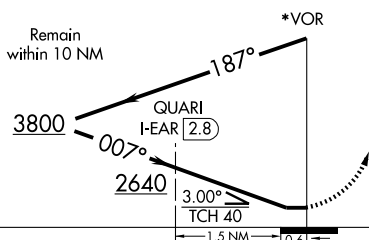
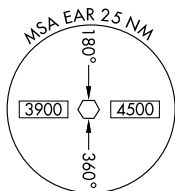
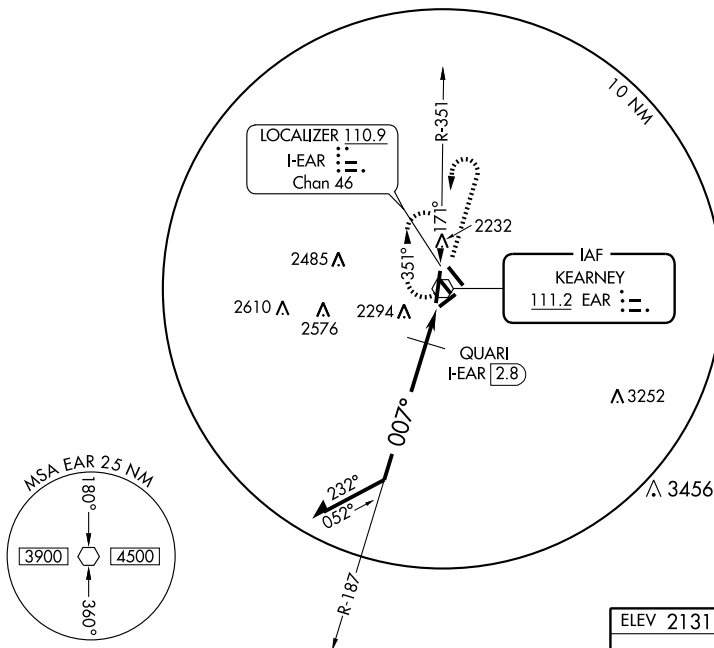


MISSED APPROACH: Climb to 3800 then left turn
direct EAR VOR and hold.

AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) **0**

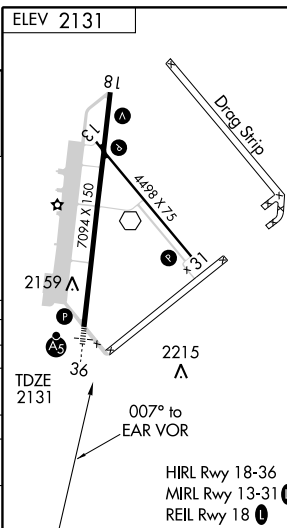


3800

EAR
111.2

*Maximum procedure turn
entry altitude 6000.

CATEGORY	A	B	C	D
S-36	2640-1/2	509 (600-1/2)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1/2	2700-2
			509 (600-1/2)	569 (600-2)
QUARI FIX MINIMUMS				
S-36	2560-1/2	429 (500-1/2)	2560-3/4	2560-1
			429 (500-3/4)	429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1/2	2700-2
			469 (500-1/2)	569 (600-2)



KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC-6(-5DT) N40°43.62' W99°00.41'

2131 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR

RWY 18-36: H7094X150 (ASPH) S-48, D-73, 2S-93 HIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45'. Building.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 13-31: H4498X75 (CONC) S-30, D-38 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 43'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 44'.

AIRPORT REMARKS: Attended 1200-0200Z±. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13-31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (308) 237-5608.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.55 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

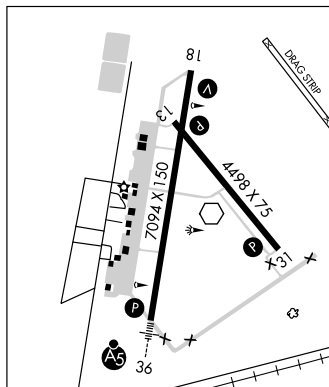
W98°25.78' 279° 27.4 NM to fld. 1950/7E. HIWAS.

(L) VORW 111.2 EAR N40°43.54' W99°00.31' at fld.

NOTAM FILE EAR.

ANOKA NDB (LOM) 422 EA N40°37.57' W99°01.54' 359° 6.1 NM to fld. Unmonitored.

ILS/DME 110.9 I-EAR Chan 46 Rwy 36 Class IE. LOM ANOKA NDB. GS and LOM unmonitored. ILS unmonitored.



KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC-7(-6DT) N41°11.28' W103°40.64'

4926 B FUEL 100LL, JET A NOTAM FILE IBM

RWY 10-28: H6199X75 (CONC) S-30, D-45 MIRL 0.4% up W

RWY 10: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 28: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. After hrs call arpt manager 308-235-8786 or 308-235-2654. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

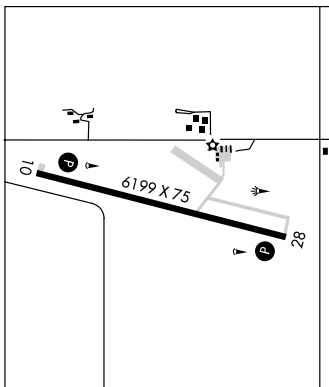
WEATHER DATA SOURCES: AWOS-3 118.075 (308) 235-2516.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 125.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 267° 32.0 NM to fld. 4300/13E. HIWAS.



LEE BIRD N41°07.63' W100°41.39'

RCO 122.5 (COLUMBUS RADIO)

OMAHA

H-5B, L-10H

IAP, AD

OMAHA

H-5B, L-10H

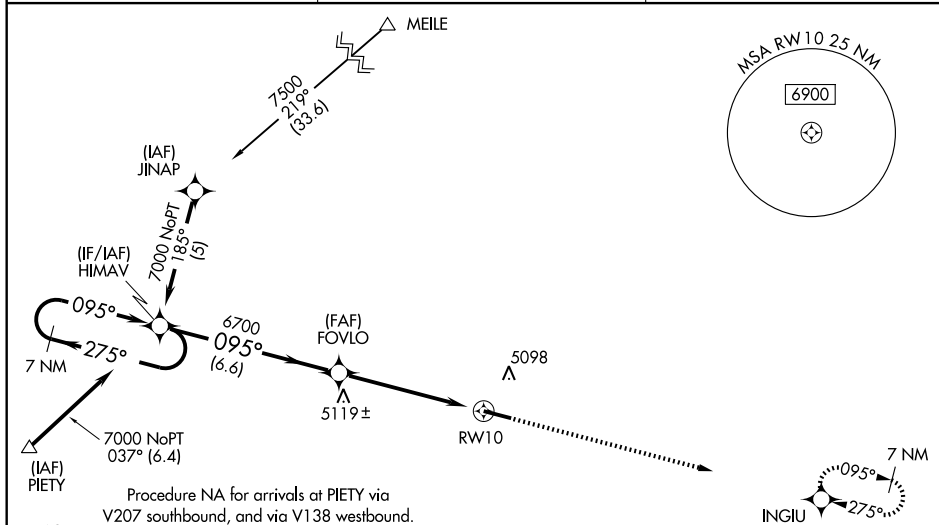
APP CRS
095°Rwy Idg **6199**
TDZE **4926**
Apt Elev **4926****RNAV (GPS) RWY 10**

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

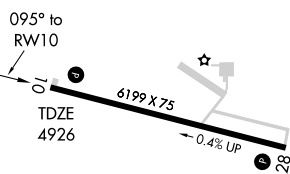
▼
▲ NA

If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct INGIU and hold.

AWOS-3
118.075DENVER CENTER
125.9 284.7UNICOM
122.8 (CTAF) 0

ELEV 4926



MIRL Rwy 10-28 0

7 NM Holding Pattern				6500	INGIU
HIMAV				↑	✱
7000 ← 275° → 095°					
FOVLO					
6700					
3.05° TCH 40					
1.2 NM to RWY 10					
RWY 10					
6.6 NM					
4.2 NM					
1.2					
CATEGORY	A	B	C	D	
RNAV MDA	5360-1	434 (500-1)	5360-1¼ 434 (500-1¼)	5360-1½ 434 (500-1½)	
CIRCLING	5360-1 434 (500-1)	5420-1 494 (500-1)	5420-1½ 494 (500-1½)	5480-2 554 (600-2)	

KIMBALL, NEBRASKA
Orig 07354

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

41°11'N - 103°41'W

RNAV (GPS) RWY 10

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 42503 W28A	APP CRS 275°	Rwy Idg TDZE 4908 Apt Elev 4926
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RNAV (GPS) RWY 28

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

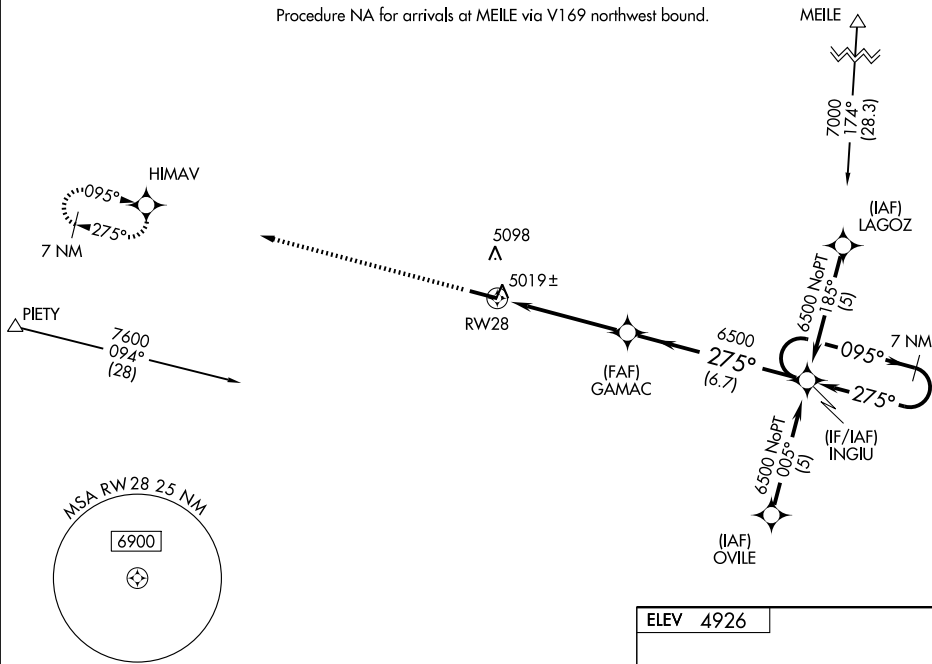
MISSED APPROACH:
Climb to 7000 direct HIMAV and hold.

AWOS-3
118.075

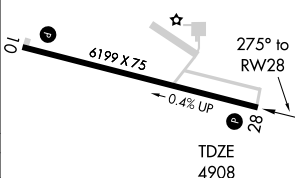
DENVER CENTER
125.9 284.7

UNICOM
122.8 (CTAF) 0

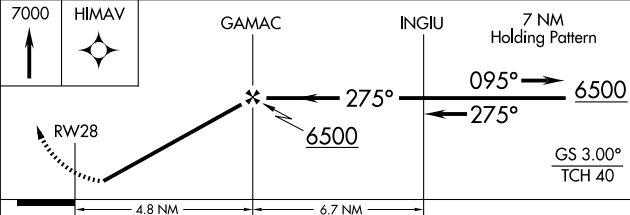
Procedure NA for arrivals at MEILE via V169 northwest bound.



ELEV **4926**



5896±
A • 5410



CATEGORY	A	B	C	D
LPV DA		5255-1¼	347 (400-1¼)	
LNAV/VNAV DA		5321-1½	413 (400-1½)	
LNAV MDA	5380-1	472 (500-1)	5380-1¼	5380-1½
			472 (500-1¼)	472 (500-1½)
CIRCLING	5380-1½	5420-1½	494 (500-1½)	5480-2
	454 (500-1½)			554 (600-2)

MIRL Rwy 10-28 0

KIMBALL, NEBRASKA

Orig-A 08269

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

41°11'N - 103°41'W

RNAV (GPS) RWY 28

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

JIM KELLY FLD

OMAHA

H-5B, L-10H

IAP

RWY 32: PAPI(P2L). TCH 40'. Railroad.

RWY 01: Railroad. **RWY 19:** Trees.

WEATHER DATA SOURCES: AWOS-3 121.025 (308) 324-5975.

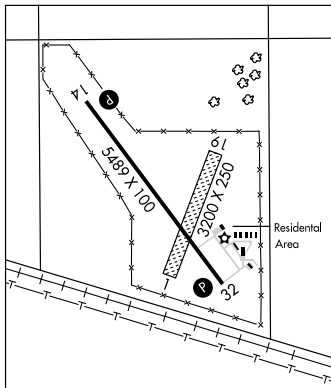
COMMUNICATIONS: CTAF/UNICOM 123.0

® DENVER CENTER APP/DEP CON 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTAC 117.4 LBF Chan 121 N41°02.92'
W100°44.83' 098° 46.8 NM to fld. 2964/11E.

DARR NDB (MHW) 326 RRX N40°50.67' W99°51.37'
124° 4.9 NM to fld. NOTAM FILE LXN.



WAAS CH 61203 W14A	APP CRS 136°	Rwy Idg TDZE 2413 Apt Elev 2413
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RNAV (GPS) RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

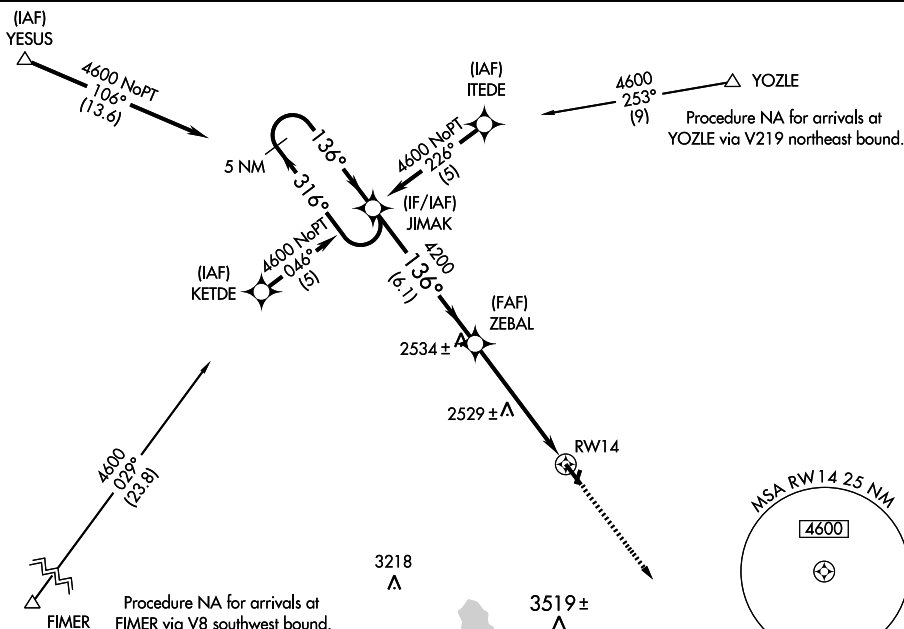
- ▼ If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.
 ▲ VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

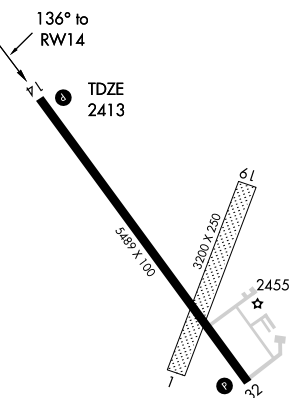
AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
123.0 (CTAF) 0



ELEV 2413



MIRL Rwy 14-32 0

5 NM Holding Pattern				
JIMAK				
4600 ← 316° 136° → 136° ZEBAL				
GS 3.00° TCH 40				
6.1 NM 4.4 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNNAV MDA	2780-1 367 (400-1)			2780-1½ 367 (400-1½)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

LEXINGTON, NEBRASKA

Amdt 1A 08269

40° 47' N - 99° 47' W

LEXINGTON/JIM KELLY FIELD (LXN)

RNAV (GPS) RWY 14

VOR OZB APP CRS Rwy Idg 5489
109.0 105° TDZE 2413
 Apt Elev 2413

VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

▼ Circling to Rwy 1/19 NA at night.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
123.0 (CTAF) 0

IAF
 NORTH PLATTE
 117.4 LBF
 Chan 121

4700 NoPT
 096° (35.4)

IAF
 COZAD
 109.0 OZB

DARR
 326 RRX

SHRON INT

3218

3080

KEARNEY
 111.2 EAR

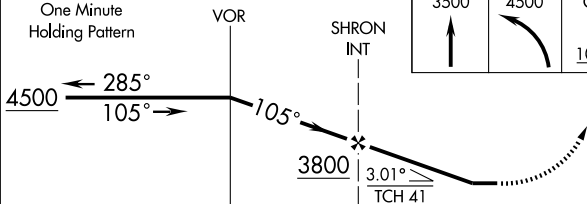
4500 to VOR
 271°
 (46.3)

MSA OZB 25 NM

4500

ADF REQUIRED

One Minute
 Holding Pattern



3500

4500

OZB

109.0

ELEV 2413

TDZE
 2413

105° 4.2 NM
 from FAF

3469 x 100
 3200 x 250

2455
 31

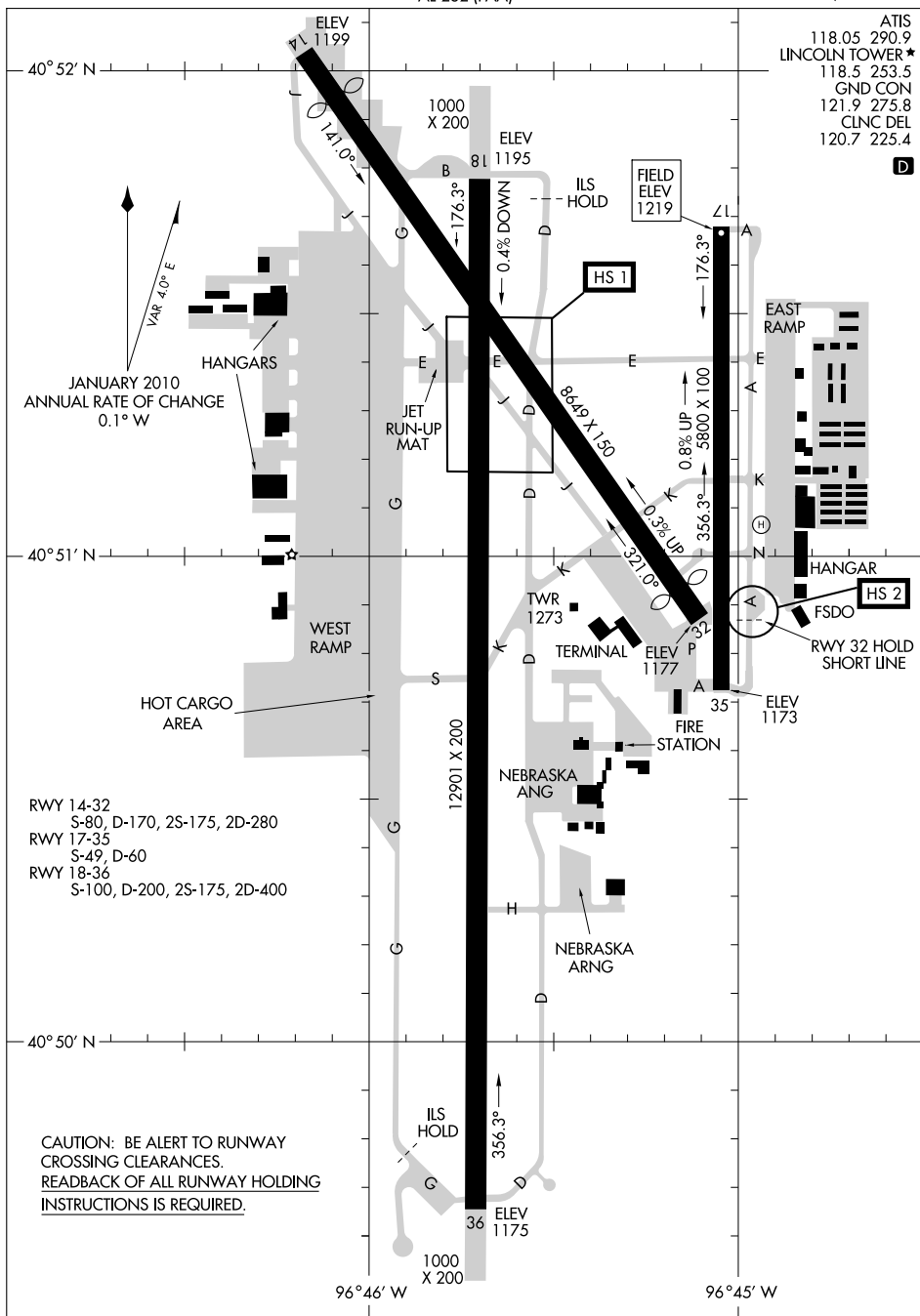
MIRL Rwy 14-32 0

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

AIRPORT DIAGRAM

AL-232 (FAA)

LINCOLN (LNK)
LINCOLN, NEBRASKA

NC-2. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

LINCOLN, NEBRASKA
LINCOLN (LNK)

LINCOLN (LNK) 4 NW UTC-6(-5DT) N40°51.05' W96°45.55'

1219 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

OMAHA

H-5C, L-101

IAP, AD

NOTAM FILE LNK

RWY 18-36: H12901X200 (ASPH-CONC-GRVD) S-100, D-200,
2S-175, 2D-400 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Rgt tfc. 0.4%
down.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

RWY 14-32: H8649X150 (ASPH-CONC-GRVD) S-80, D-170,
2S-175, 2D-280 MIRL

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 48'. Thld displcd 363'.

RWY 32: VASI(V4L)—GA 3.0° TCH 50'. Thld displcd 470'.

Pole. 0.3% up.

RWY 17-35: H5800X100 (ASPH-CONC-AFSC) S-49, D-60
HIRL 0.8% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8649 TODA-8649 ASDA-8649 LDA-8286

RWY 17: TORA-5800 TODA-5800 ASDA-5400 LDA-5400

RWY 18: TORA-12901 TODA-12901 ASDA-12901 LDA-12901

RWY 32: TORA-8649 TODA-8649 ASDA-8286 LDA-7816

RWY 35: TORA-5800 TODA-5800 ASDA-5800 LDA-5800

RWY 36: TORA-12901 TODA-12901 ASDA-12901 LDA-12901

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Rwy 18 designated calm wind rwy. Rwy 32 apch holdline on South A twy. TPA-2219 (1000), heavy military jet 3000 (1781). Class I, ARFF Index B. ARFF Index C level equipment provided. Rwy 18-36 touchdown and rollout rwy visual range avbl. When twr clsd MIRL Rwy 14-32 preset on low ints, HIRL Rwy 18-36 and Rwy 17-35 preset on med ints, ODALS Rwy 35 operate continuously on med ints, MALSR Rwy 18 and Rwy 36 operate continuously and REIL Rwy 14 and Rwy 17 operate continuously on low ints. VASI Rwy 14 and Rwy 32, PAPI Rwy 17, Rwy 35, Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS (402) 474-9214. LLWAS

COMMUNICATIONS: CTAF 118.5 ATIS 118.05 UNICOM 122.95

RCO 122.65 (COLUMBUS RADIO)

Ⓡ APP/DEP CON 124.0 (180°-359°) 124.8 (360°-179°) (1130-0600Z‡)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z‡)

TOWER 118.5 125.7 (1130-0600Z‡) GND CON 121.9 CLNC DEL 120.7

AIRSPACE: CLASS C svc 1130-0600Z‡ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

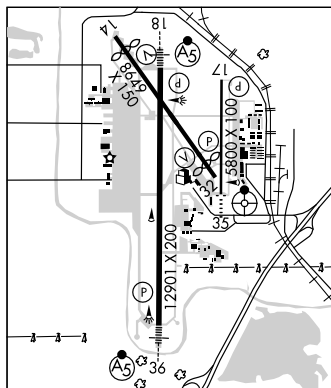
(H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 181° 4.4 NM to fld. 1370/9E

POTTS NDB (MHW/LOM) 385 LN N40°44.83' W96°45.75' 355° 6.2 NM to fld. Unmonitored when twr clsd.

ILS 111.1 I-OCZ Rwy 18. Class IB MM and OM unmonitored.

ILS 109.9 I-LNK Rwy 36 Class IA LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.



LOUP CITY MUNI (ØF4) 1 NW UTC-6(-5DT) N41°17.20' W98°59.41'

OMAHA

L-10H, 12H

2071 B FUEL 100LL NOTAM FILE OLU

RWY 16-34: H3200X60 (ASPH) S-12.5 MIRL

RWY 34: Trees.

RWY 04-22: 2040X100 (TURF)

RWY 04: Tree. RWY 22: Road.

AIRPORT REMARKS: Unattended. For svc call 308-745-1344/1244/0664.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

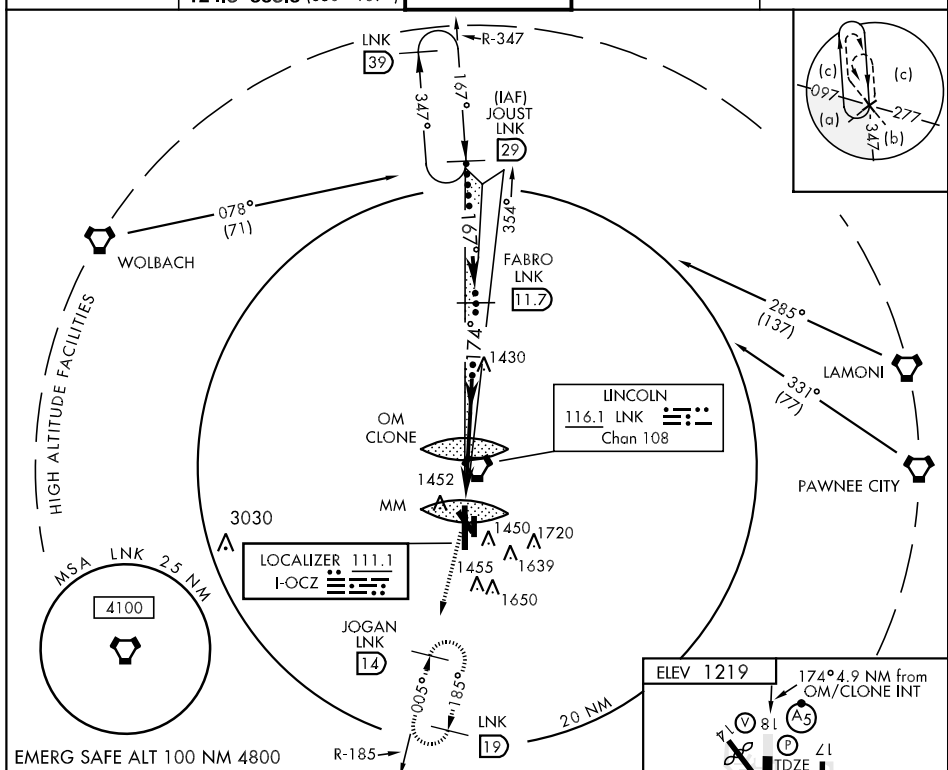
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 253° 29.3 NM to fld. 2010/7E.

MARTIN FLD (See SO SIOUX CITY)

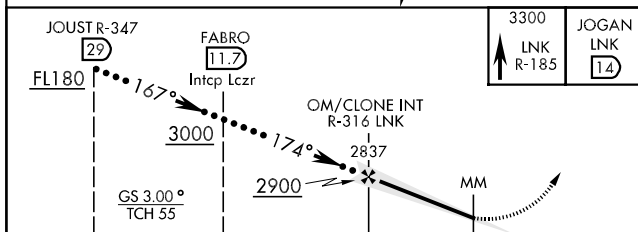
LOC I-OCZ 111.1	APCH CRS 174°	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
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MALS R A5	MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.			
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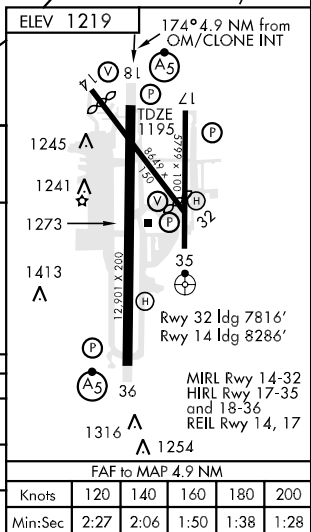
ATIS ★ 118.05 290.9	LINCOLN APP CON TDZE 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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EMERG SAFE ALT 100 NM 4800



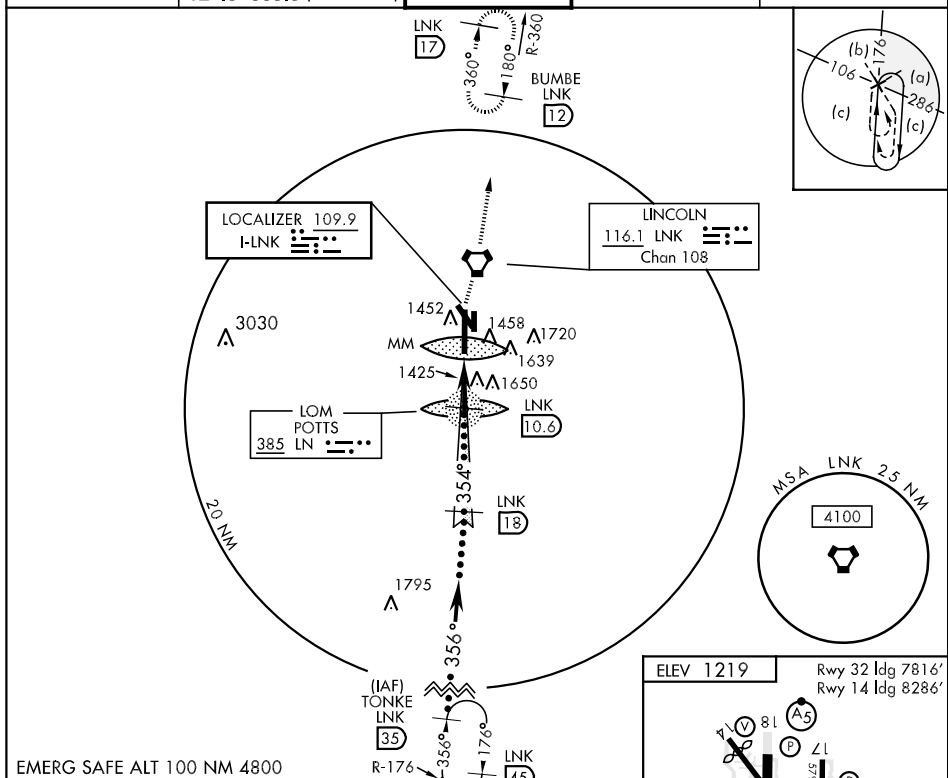
CATEGORY	C	D	E
S-ILS 18	1395-½	200	(200-½)
S-LOC 18	1720-1 525 (600-1)	1720-1¼	525 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



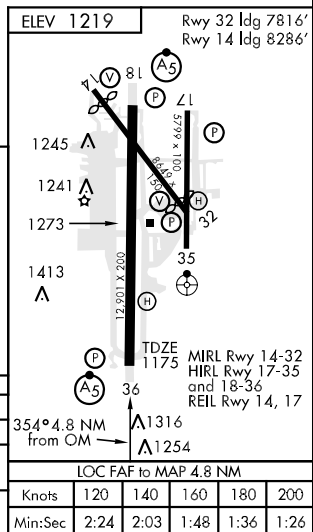
LOC I-LNK 109.9	APCH CRS 354°	Rwy Idg 12,901 TDZE 1175 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
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MALSR (A5)	MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.
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ATIS ★ 118.05 290.9	LINCOLN APP CON 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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3000 LNK	BUMBE LNK 12	TONKE R-176	FL180
VORTAC	5.8	2789	354°
MM	4.3 NM	4000	356°
GS 3.00° TCH 55			
CATEGORY	C	D	E
S-ILS 36	1375/24	200	(200-1/2)
S-LOC 36	1620/40 445 (500-3/4)	1620/50	445 (500-1)
CIRCLING	1740-1 1/2 521 (600-1 1/2)	1780-2 561 (600-2)	2020-2 3/4 801 (900-2 3/4)





LINCOLN, NEBRASKA

VORTAC LNK 116.1 Chan 108	APCH CRS 185°	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219
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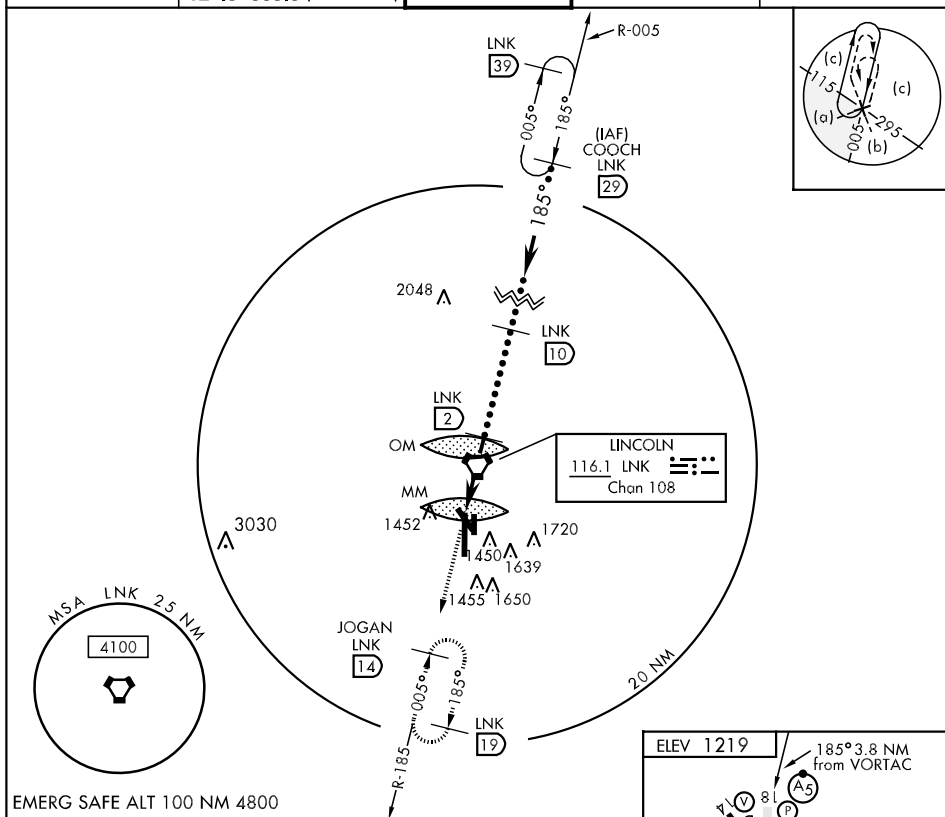
HI-VOR/DME or TACAN RWY 18

JAL-232 [USAF]

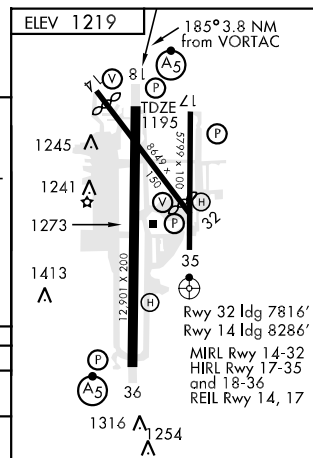
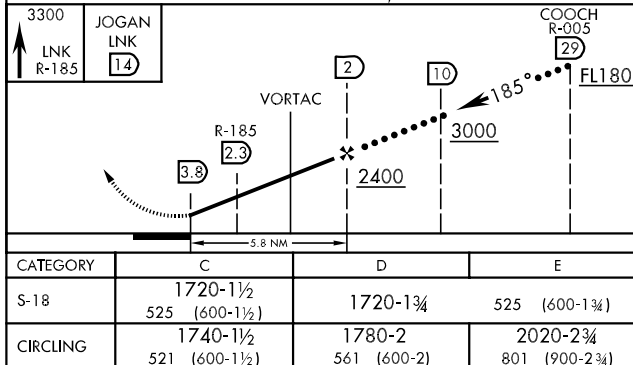
LINCOLN (KLNK)

		MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.		
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ATIS ★ 118.05 290.9	LINCOLN APP CON 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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EMERG SAFE ALT 100 NM 4800



LINCOLN, NEBRASKA

40°51'N-96°46'W

LINCOLN (KLNK)

Amdt 4A 09323

HI-VOR/DME or TACAN RWY 18

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

HI-VOR/DME or TACAN RWY 36

VORTAC LNK
116.1
Chan **108**

APCH CRS
360°

Rwy Idg	12,901
TDZE	1175
Arpt Elev	1219

JAL-232 [USAF]

LINCOLN (KLNK)



MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

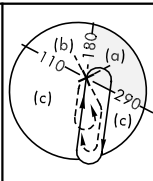
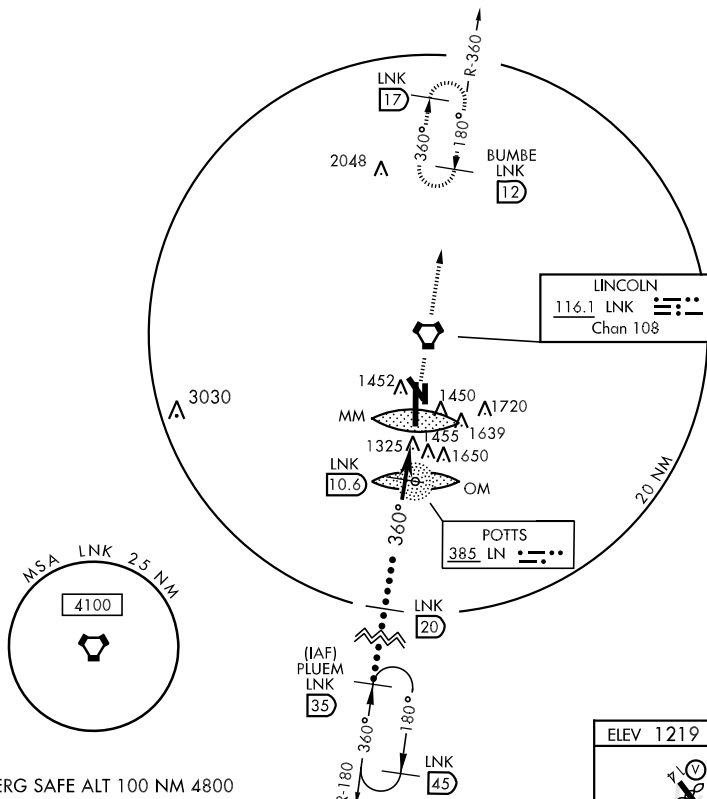
ATIS ★
118.05 290.9

LINCOLN APP CON
124.0 270.3 (170°-349°)
124.8 338.3 (350°-169°)

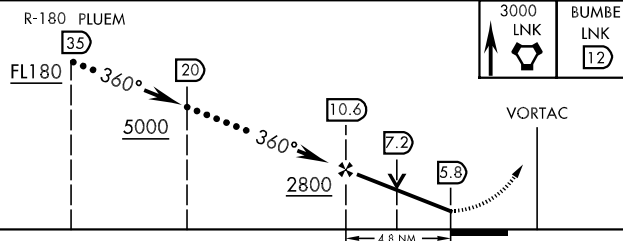
LINCOLN TOWER ★
118.5 253.5

GND CON
121.9 275.8

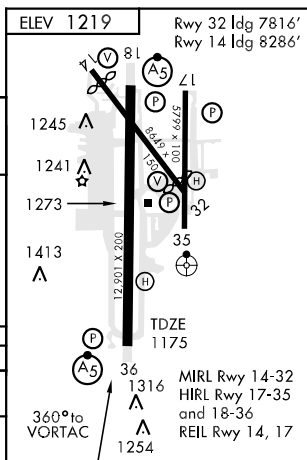
CLNC DEL
120.7 225.4



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-36	1680/50	505 (600-1)	1680/60 505 (600-1½)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



LINCOLN, NEBRASKA

Amdt 4A 09323

40°51'N-96°46'W

LINCOLN (KLNK)

HI-VOR/DME or TACAN RWY 36

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 18

LINCOLN (LNK)

LOC I-OCZ 111.1	APP CRS 174°	Rwy Idg TDZE 1195 Apt Elev 1219
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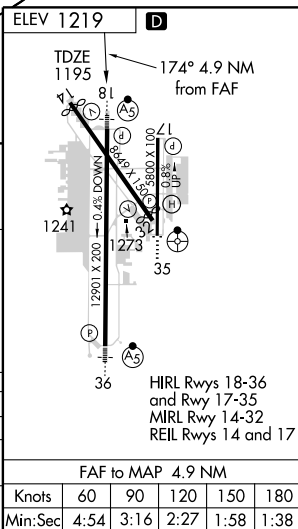
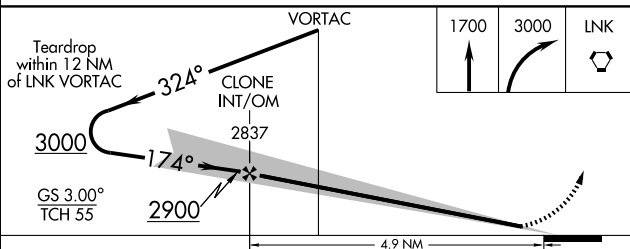
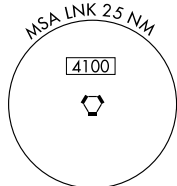
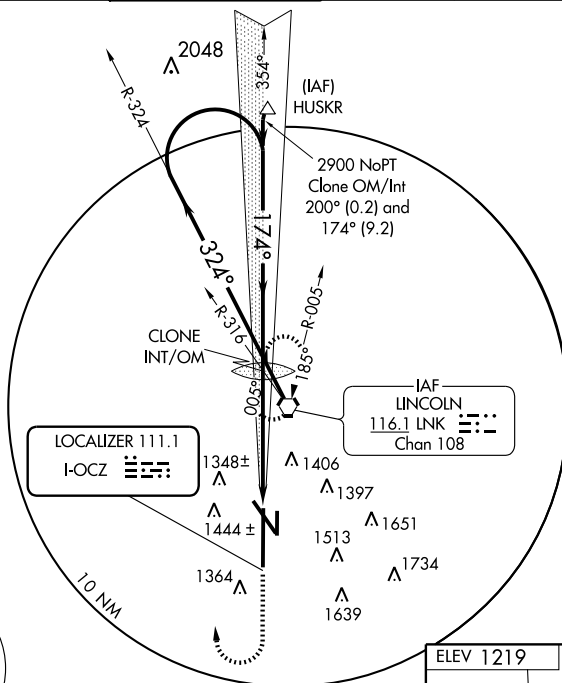


* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	* 1395/24 200 (200-½)			
S-LOC 18	1720/24	525 (600-½)	1720/50 525 (600-1)	1720/60 525 (600-1½)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ILS or LOC RWY 36

LINCOLN (LNK)

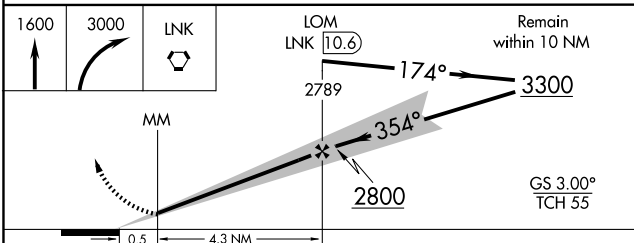
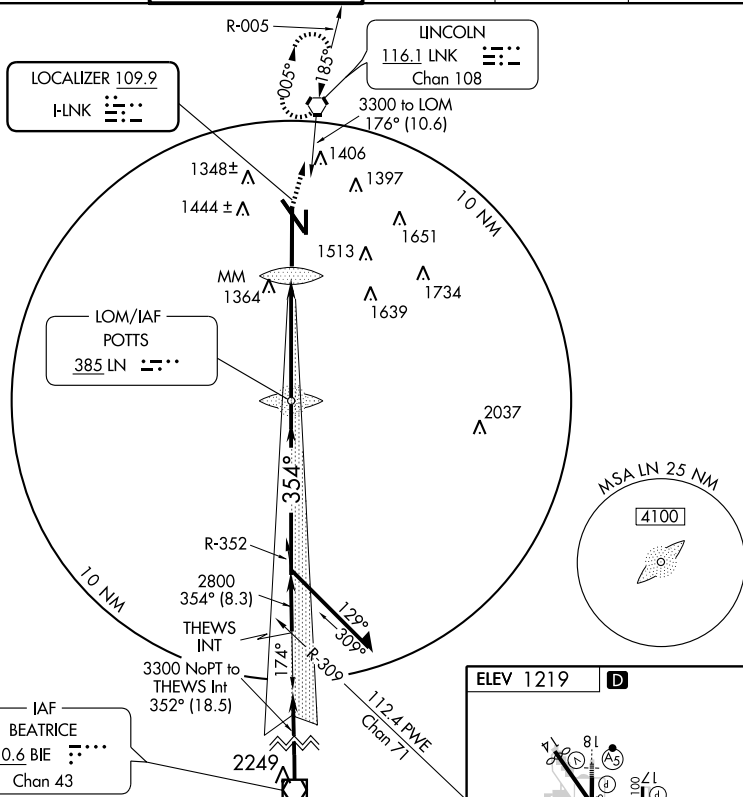
LOC I-LNK 109.9	APP CRS 354°	Rwy Idg TDZE 1175 Apt Elev 1219
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* RVR 1800 authorized with the use of FD or AP or HUD to DA.

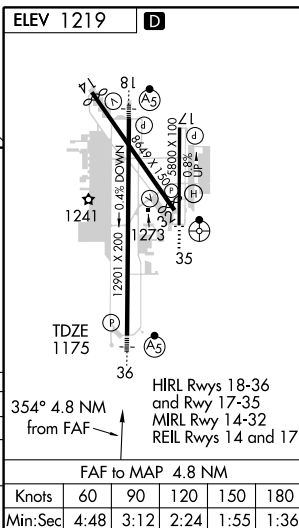


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 36	* 1375/24 200 (200-½)			
S-LOC 36	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)



LINCOLN, NEBRASKA

Amdt 11D 10210

40°51'N - 96°46'W


LINCOLN (LNK)

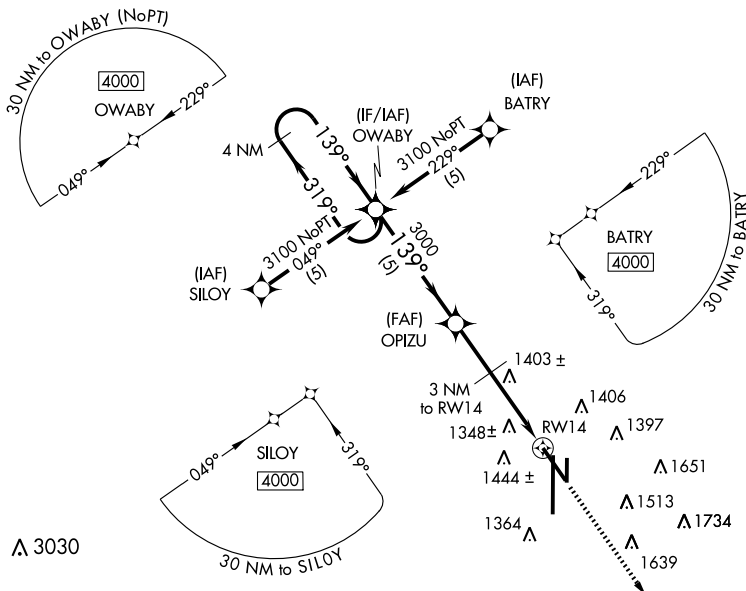
ILS or LOC RWY 36

APP CRS	Rwy Idg	8276
139°	TDZE	1199
	Apt Elev	1219

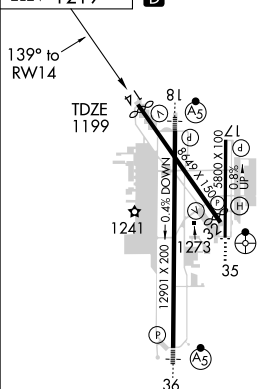
RNAV (GPS) RWY 14

LINCOLN (LNK)

 NA		GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.		
ATIS 118.05 290.9	LINCOLN APP CON★ 124.0 270.3	LINCOLN TOWER★ 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95	



ELEV 1219



HIRL Rwy 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwy 14 and 17

LINCOLN, NEBRASKA

Orig 10210

40°51'N - 96°46'W

LINCOLN (LNK)

RNAV (GPS) RWY 14

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 50114 W18A	APP CRS 174°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219
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RNAV (GPS) RWY 18

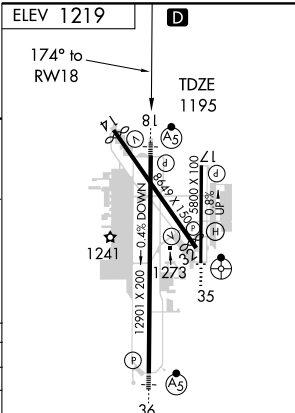
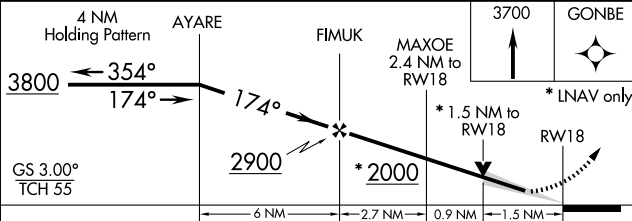
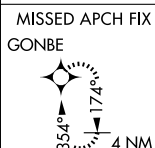
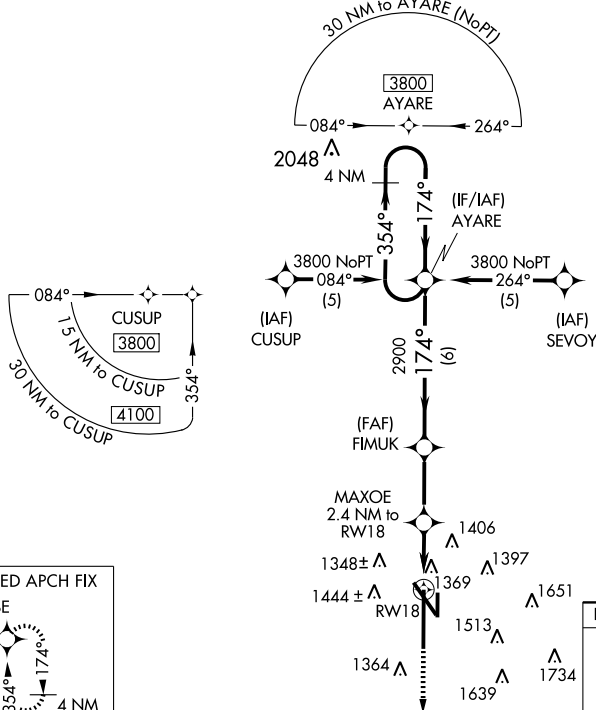
LINCOLN (LNK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrie altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrie altimeter setting. Baro-VNAV and VDP NA when using Beatrie altimeter setting.



MISSED APPROACH: Climb to 3700 direct GONBE and hold.

ATIS	LINCOLN APP CON *	LINCOLN TOWER *	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5(CTAF) 253.5	121.9 275.8	120.7 225.4	122.95



CATEGORY	A	B	C	D
LPV DA	1445-24	250 (300-½)		
LNAV/VNAV DA	1720-60	525 (600-1¼)		
LNAV MDA	1720-24 525 (600-½)	1720-50 525 (600-1)	1720-60 525 (600-1¼)	
CIRCLING	1720-1 501 (600-1)	1740-1½ 521 (600-1½)	1820-2 601 (700-2)	

HIRL Rwy 18-36 and Rwy 17-35
MIRL Rwy 14-32
REIL Rwy 14 and 17

WAAS CH 56214 W36A	APP CRS 354°	Rwy Idg 12901 TDZE 1175 Apt Elev 1219
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RNAV (GPS) RWY 36

LINCOLN (LNK)

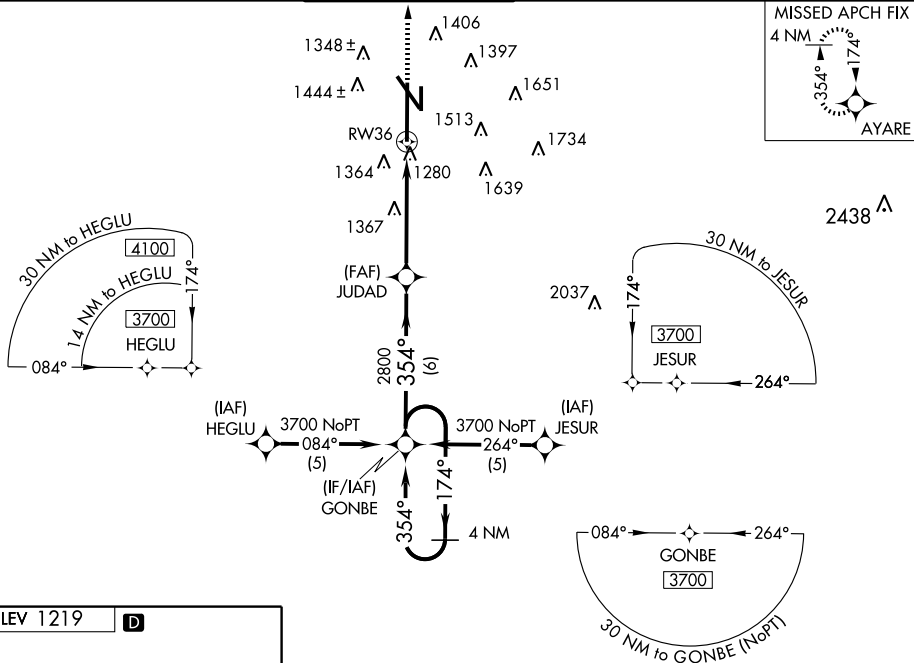
▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities ¾ mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR

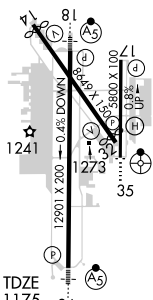


MISSED APPROACH:
Climb to 3800 direct
AYARE and hold.

ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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ELEV 1219



HIRL Rwy 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwy 14 and 17

3800 ↑ AYARE		JUDAD		GONBE		4 NM Holding Pattern
*LNAV only		*1.2 NM to RW36		354°		3700
RW36		2800		354°		GS 3.00° TCH 56
1.2 NM		3.6 NM		6 NM		
CATEGORY	A	B	C	D		
LPV DA	1493/24		318 (300-½)			
LNAV/VNAV DA	1669/60		494 (500-1¼)			
LNAV MDA	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)		
CIRCLING	1720-1	501 (600-1)	1740-1½ 521 (600-½)	1820-2 601 (700-2)		

LINCOLN, NEBRASKA

Amdt 1A 01JUL10

40°51'N - 96°46'W

LINCOLN (LNK)

RNAV (GPS) RWY 36

VORTAC LNK 116.1 Chan 108	APP CRS 177°	Rwy Idg TDZE 1219 Apt Elev 1219
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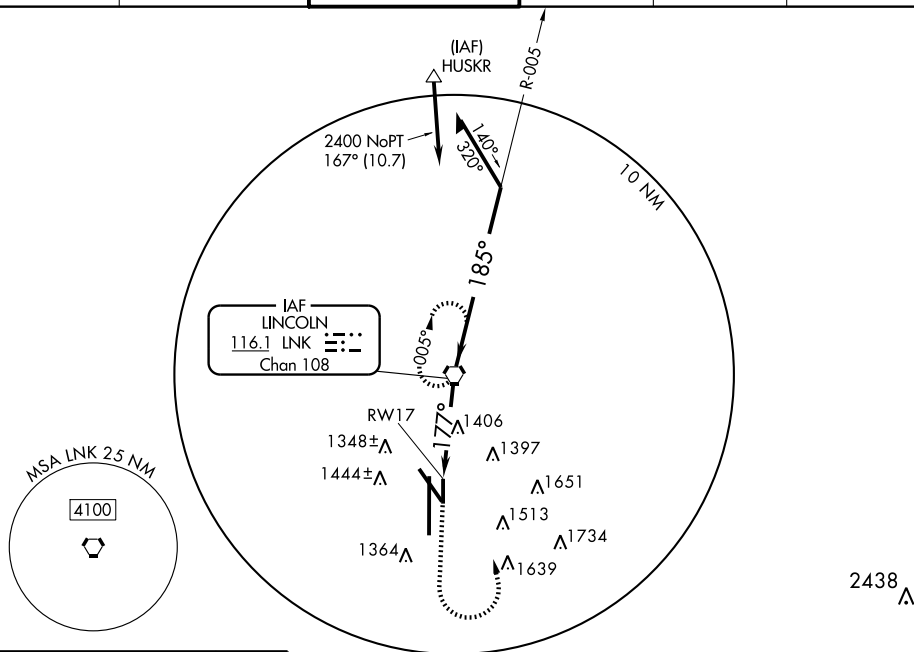
VOR or GPS RWY 17

LINCOLN (LNK)



MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.

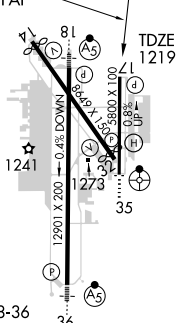
ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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ELEV 1219

D

177° 3.8 NM from FAF



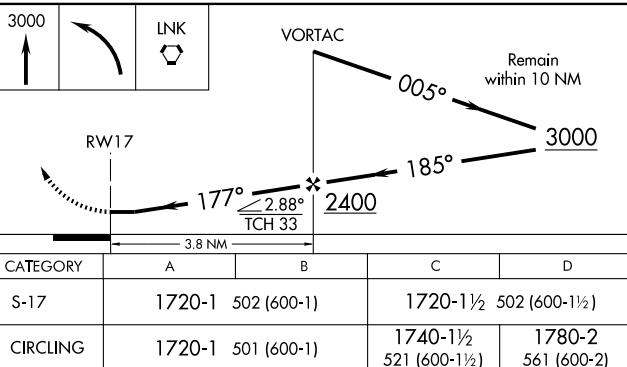
HIRL Rwy 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwy 14 and 17

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

LINCOLN, NEBRASKA

Amdt 6D 10210



CATEGORY	A	B	C	D
S-17	1720-1	502 (600-1)	1720-1½	502 (600-1½)
CIRCLING	1720-1	501 (600-1)	1740-1½	1780-2
			521 (600-1½)	561 (600-2)

LINCOLN (LNK)

VOR or GPS RWY 17

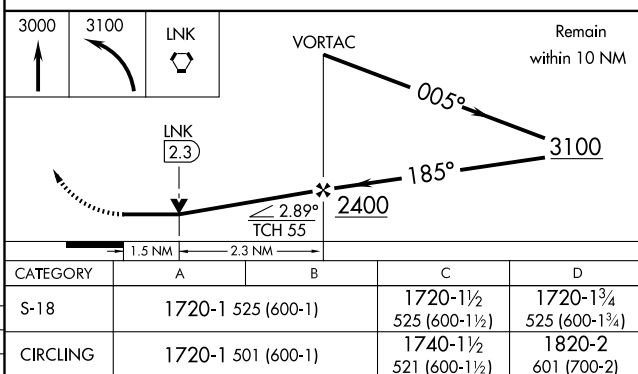
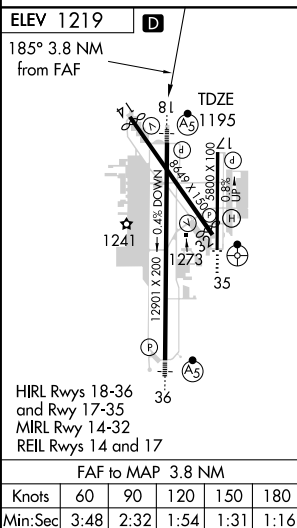
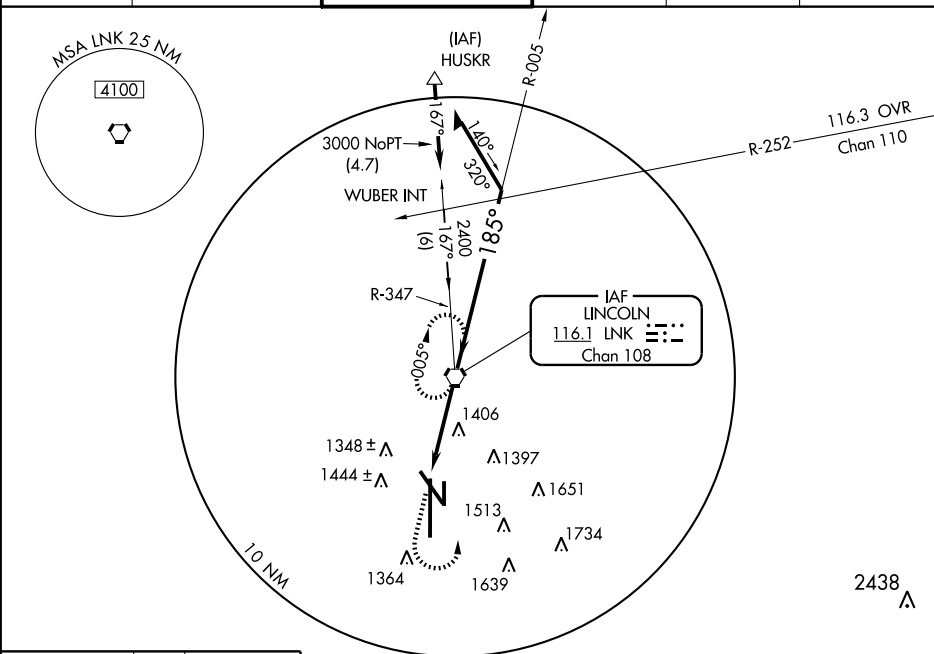
40°51'N - 96°46'W

VORTAC LNK 116.1 Chan 108	APP CRS 185°	Rwy Idg TDZE Apt Elev	12901 1195 1219
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VOR RWY 18

LINCOLN (LNK)

Inoperative table does not apply.		MALSR 	MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.	
ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
			UNICOM 122.95	



MC COOK BEN NELSON RGNL (MCK) 2 E UTC-6(-5DT) N40°12.38' W100°35.53'

2583 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK

RWY 12-30: H6449X100 (CONC) S-30, D-38 MIRL 0.6% up NW

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42'. Thld dsplcd 750'.

Rgt tfc.

RWY 04-22: H4000X75 (CONC) S-30, D-38 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 26'. Rgt tfc. Pole.

RWY 22: VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 17-35: 1350X160 (TURF)

RWY 35: Rgt. tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-6448 TODA-6448 ASDA-5698 LDA-5698

RWY 30: TORA-6448 TODA-6448 ASDA-6448 LDA-5698

AIRPORT REMARKS: Attended daltg hrs. Parachute Jumping. Rwy 12 VASI restricted byd 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (308) 345-1193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

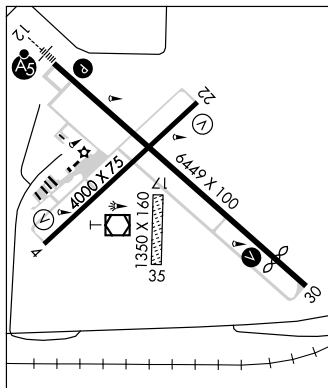
RCO 122.6 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 132.7

AIRSPACE: CLASS E svc 1100-0500Z† except holidays.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.

(H) VOR/DME 115.3 MCK Chan 100 N40°12.23' W100°35.65' at fld. 2571/8E.

ILS/DME 110.95 I-MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

**MILLARD** (See OMAHA)**MILLER FLD** (See VALENTINE)**MINDEN****PIONEER VILLAGE FLD** (ØV3) 1 NE UTC-6(-5DT) N40°30.90' W98°56.74'

2160 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 16-34: H3900X60 (CONC) S-30, D-52 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 05-23: 1275X300 (TURF)

RWY 05: Tree.

RWY 23: Fence.

AIRPORT REMARKS: Attended 1300-2300Z†. For svc after hrs call 308-832-2809 or 832-2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163' AGL, 3240' MSL 9 NM ENE. Rwy 05-23 marked with yellow markers. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

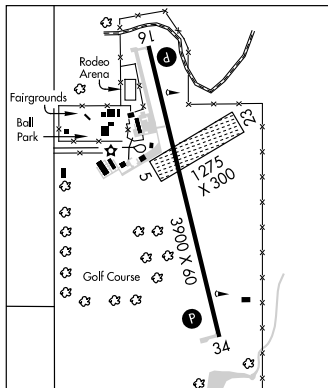
COMMUNICATIONS: CTAF/UNICOM 122.7

① MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 250° 24.2 NM to fld. 1950/7E. HIWAS.

**MODISSETT** (See RUSHVILLE)

OMAHA

L-10H

IAP, AD

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

WAAS CH 50118 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	6449 2583 2583
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RNAV (GPS) RWY 12

MC COOK BEN NELSON RGNL (MCK)

⚠ Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALS, increase LPV all Cats visibility to 1, when using Imperial Muni altimeter setting increase LPV all Cats visibility to 1½ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.



MISSED APPROACH:
Climb to 5000 direct
OPUXE and hold.

ASOS
119.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0

(IAF)
HAYES CENTER
HCT

5000 NoPT
130°
(9.3)

5 NM

(IF/IAF)
TRUNK

123°

303°

4400
123°
(6)

Mc Cook State
(Abandoned)

(FAF)
PANTS

Δ 2919±

Δ 3057

Δ 3055

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

Δ 3104

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Δ 3104

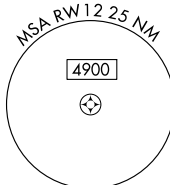
Δ 3104

Δ 3104

Δ 3104

Δ 3104

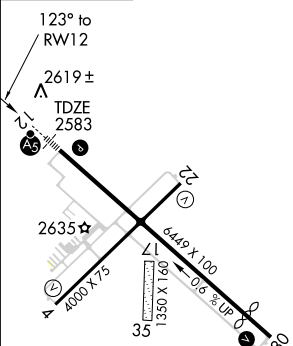
Δ 3104



Procedure NA for arrival at QWILT on V220 westbound.
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using
Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.

ELEV 2583

D



5 NM Holding Pattern GS 3.00° TRUNK TCH 39° *LNAV only. 5000 OPUXE

5000 ← 303° → 123° → 123° PANTS * 1.8 NM to RWY 12 RWY 12

LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.

4400 6 NM 3.7 NM 1.8

CATEGORY	A	B	C	D
LPV DA	2840-½ 257 (300-½)			NA
LNAV/VNAV DA	3240-2 657 (700-2)			NA
LNAV MDA	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

REIL Rwy 30

MIRL Rwy 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 1 09351

MC COOK BEN NELSON RGNL (MCK)

40° 12' N-100° 36' W

RNAV (GPS) RWY 12

APP CRS
218°

Rwy ldg
4000

TDZE
2565

Apt Elev
2583

RNAV (GPS) RWY 22

MC COOK BEN NELSON RGNL (MCK)



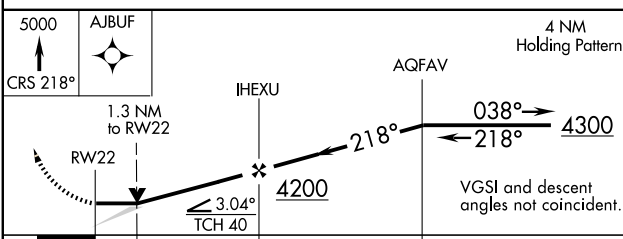
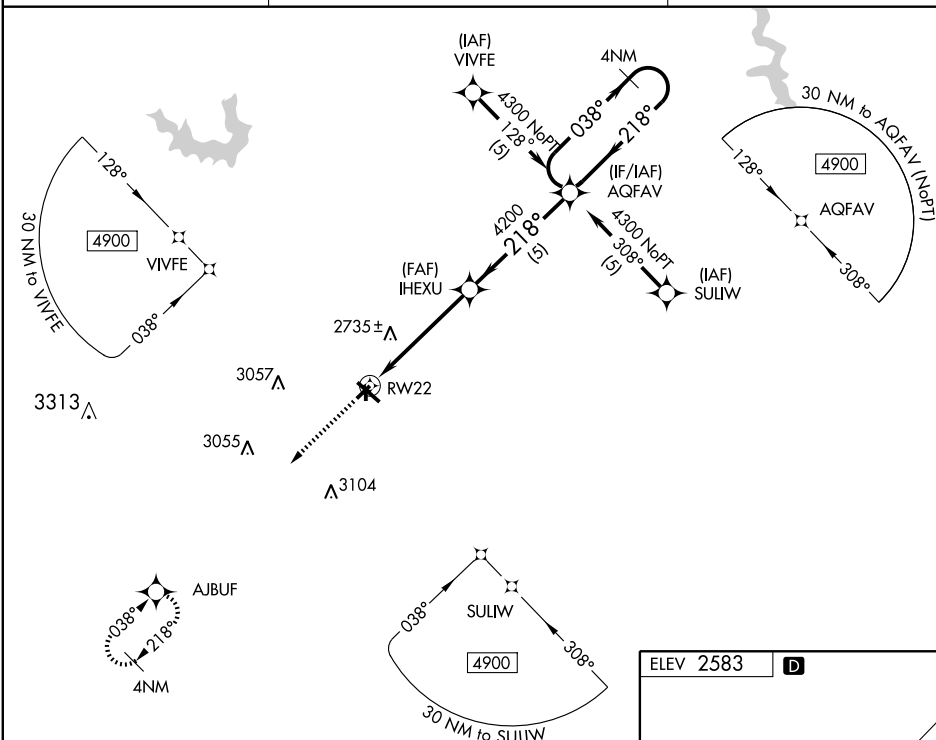
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

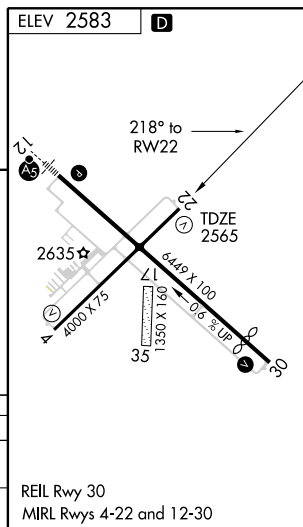
ASOS
119.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **0**






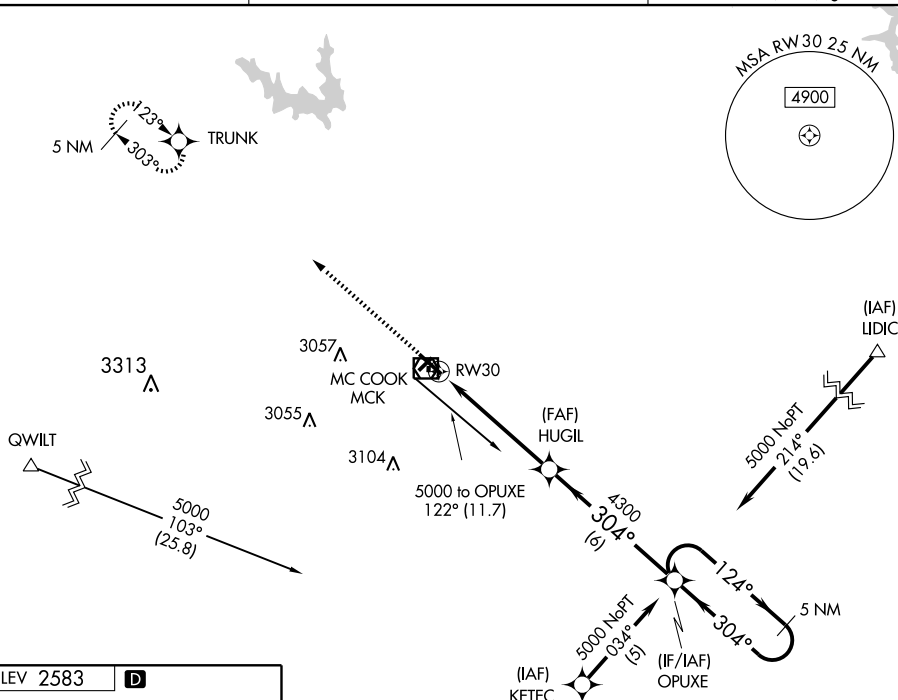
CATEGORY	A	B	C	D
RNAV MDA	3000-1 435 (500-1)	3000-1 435 (500-1 1/4)	3000-1 435 (500-1 1/4)	NA
CIRCLING	3040-1 457 (500-1)	3040-1 457 (500-1 1/2)	3040-1 457 (500-1 1/2)	NA



WAAS CH 56218 W30A	APP CRS 304°	Rwy Idg 5699 TDZE 2558 Apt Elev 2583
---------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 30
MC COOK BEN NELSON RGNL (MCK)

 	BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwy's 3 and 21 NA at night.		MISSED APPROACH: Climb to 5000 direct TRUNK and hold.
	ASOS 119.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 



The diagram illustrates the RNAV approach procedure for runway 30 at OPUXE. Key features include:

- Holding Pattern:** A 5 NM holding pattern at 5000 feet.
- Final Approach Segment:** A 3.00 NM straight-in approach starting from the holding pattern and ending at the runway threshold.
- Distance Markings:** The total distance from the start of the approach to the runway threshold is 3.00 NM. The distance from the start of the approach to the runway threshold is 3.00 NM.
- Altitude and Speed:** The minimum altitude is 4300 feet, and the maximum speed is 230 knots.

VOR/DME MCK
115.3
Chan **100**

APP CRS
137°

Rwy Idg **6449**
TDZE **2583**
Apt Elev **2583**

VOR RWY 12

MC COOK BEN NELSON RGNL (MCK)

▼ VDP NA when using Imperial altimeter setting. Inoperative table does not apply
S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ½ mile, Cat B ½ mile, Cat C ½ mile; circling Cat A ½ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR

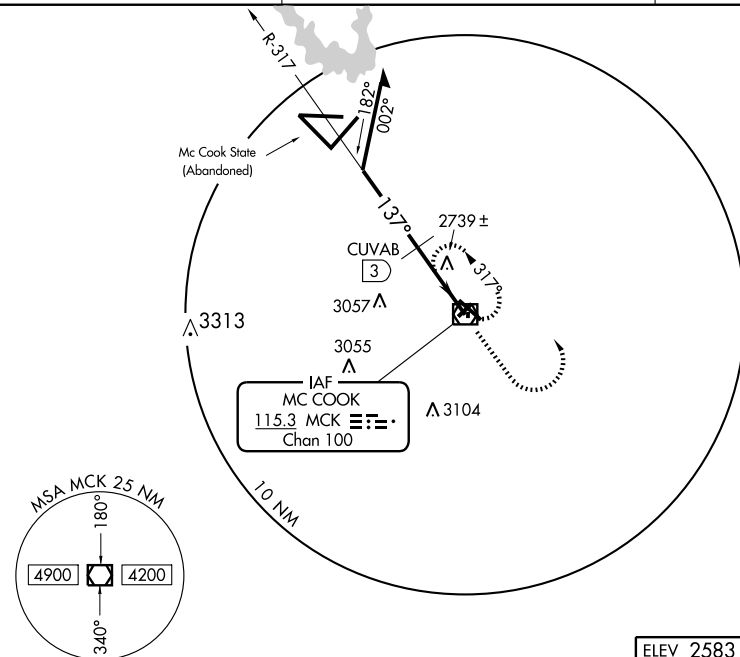


MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

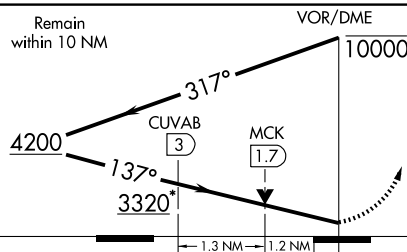
ASOS
119.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM



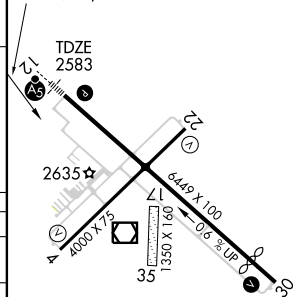
4300 5000 MCK
115.3

VGSI and descent angles
not coincident.

*3540 when using Imperial
Muni altimeter setting.

ELEV 2583

137° to
MCK VOR/DME



CATEGORY	A	B	C	D
S-12	3320-½ 737 (800-½)		3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

REIL Rwy 30
MIRL Rwy 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 12 09351

MC COOK BEN NELSON RGNL (MCK)

40°12'N-100°36'W

VOR RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

VOR/DME MCK
115.3
Chan **100**

APP CRS
210°

Rwy Idg **4000**
TDZE **2565**
Apt Elev **2580**

VOR RWY 22

MC COOK BEN NELSON RGNL (MCK)



MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS
119.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0

HAYES CENTER
117.7 HCT
Chan 124

3313

3057

3055

4400

030° (5.8)

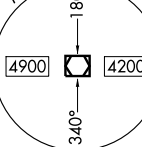
2749 ±

030°

MC COOK
115.3 MCK
Chan 100

(IAF)
LOOMI INT
MCK 5.8

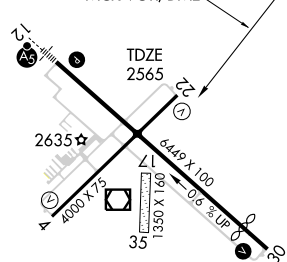
MSA MCK 25 NM



ELEV 2583



210° to
MCK VOR/DME



4400

5000

MCK
115.3

LOOMI INT
MCK 5.8

Remain
within 10 NM

VOR/DME

4300

2.98°
TCH 40

VGSI and descent
angles not coincident.

CATEGORY	A	B	C	D
S-22	3060-1	495 (500-1)	3060-1¼ 495 (500-1¼)	NA
CIRCLING	3060-1	477 (500-1)	3060-1½ 477 (500-1½)	NA

REIL Rwy 30
MIRL Rwy 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 4E 29JUL10

MC COOK BEN NELSON RGNL (MCK)

40°12'N-100°36'W

VOR RWY 22

VOR/DME MCK
115.3
Chan **100**

APP CRS
294°

Rwy Idg **5699**
TDZE **2558**
Apt Elev **2583**

VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

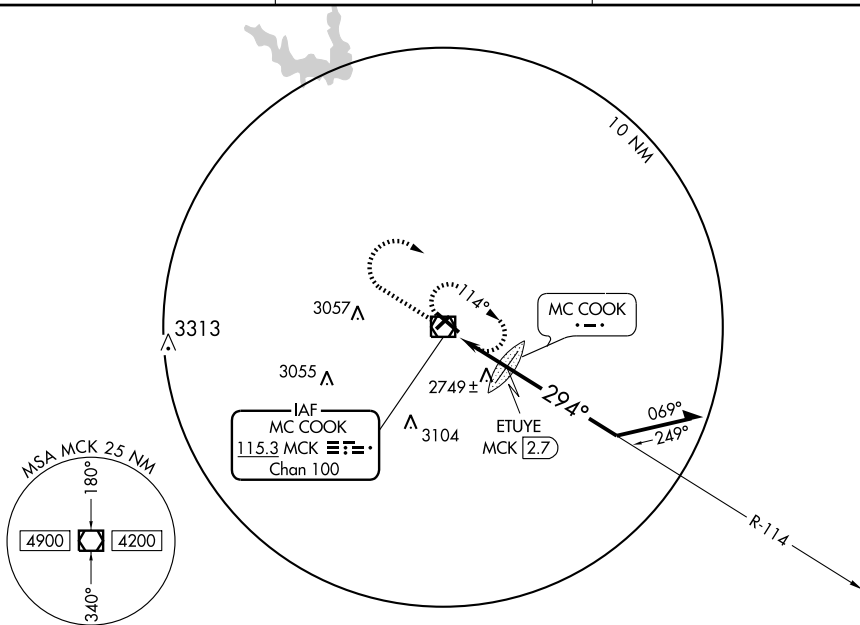
▼ If local altimeter setting not received, use Imperial Muni
altimeter setting and increase all MDAs 220 feet. VDP NA
▲ when using Imperial Muni altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing right
turn to 5000 direct MCK VOR/DME and hold.

ASOS
119.025

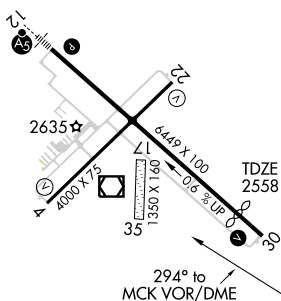
DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



ELEV 2583

D



4500

5000

MCK

115.3

VOR/DME

Remain
within 10 NM

4200

*3380 when using
Imperial Muni
altimeter setting.

CATEGORY	A	B	C	D
S-30	3160-1	602 (600-1)	3160-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$)	NA
CIRCLING	3160-1	577 (600-1)	3160-1 $\frac{3}{4}$ 577 (600-1 $\frac{3}{4}$)	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1	442 (500-1)	3000-1 $\frac{1}{4}$ 442 (500-1 $\frac{1}{4}$)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$)	NA

MC COOK, NEBRASKA

Amdt 11 29JUL10

40°12'N-100°36'W

MC COOK BEN NELSON RGNL (MCK)

VOR RWY 30

MC COOK BEN NELSON RGNL (MCK) 2 E UTC-6(-5DT) N40°12.38' W100°35.53'

2583 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK

RWY 12-30: H6449X100 (CONC) S-30, D-38 MIRL 0.6% up NW

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42'. Thld dsplcd 750'.

Rgt tfc.

RWY 04-22: H4000X75 (CONC) S-30, D-38 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 26'. Rgt tfc. Pole.

RWY 22: VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 17-35: 1350X160 (TURF)

RWY 35: Rgt. tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-6448 TODA-6448 ASDA-5698 LDA-5698

RWY 30: TORA-6448 TODA-6448 ASDA-6448 LDA-5698

AIRPORT REMARKS: Attended daltg hrs. Parachute Jumping. Rwy 12 VASI restricted byd 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (308) 345-1193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

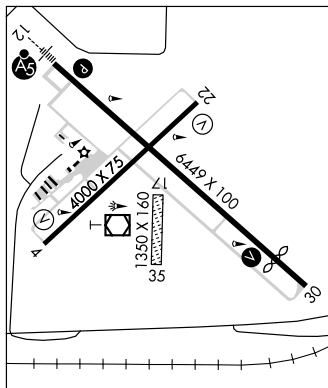
RCO 122.6 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 132.7

AIRSPACE: CLASS E svc 1100-0500Z† except holidays.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.

(H) VOR/DME 115.3 MCK Chan 100 N40°12.23' W100°35.65' at fld. 2571/8E.

ILS/DME 110.95 I-MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

**MILLARD** (See OMAHA)**MILLER FLD** (See VALENTINE)**MINDEN****PIONEER VILLAGE FLD** (ØV3) 1 NE UTC-6(-5DT) N40°30.90' W98°56.74'

2160 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 16-34: H3900X60 (CONC) S-30, D-52 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 05-23: 1275X300 (TURF)

RWY 05: Tree.

RWY 23: Fence.

AIRPORT REMARKS: Attended 1300-2300Z†. For svc after hrs call 308-832-2809 or 832-2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163' AGL, 3240' MSL 9 NM ENE. Rwy 05-23 marked with yellow markers. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

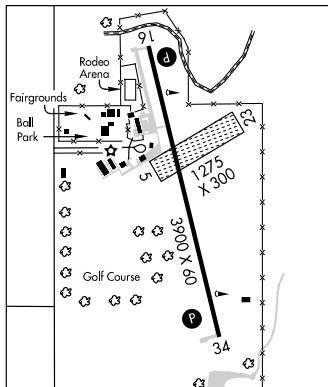
COMMUNICATIONS: CTAF/UNICOM 122.7

① MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 250° 24.2 NM to fld. 1950/7E. HIWAS.

**MODISSETT** (See RUSHVILLE)

OMAHA

L-10H

IAP, AD

WAAS Ch 53714 W16A	APP CRS 159°	Rwy Idg TDZE Apt Elev	3900 2160 2160
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RNAV (GPS) RWY 16

MINDEN/PIONEER VILLAGE FIELD (ØV3)



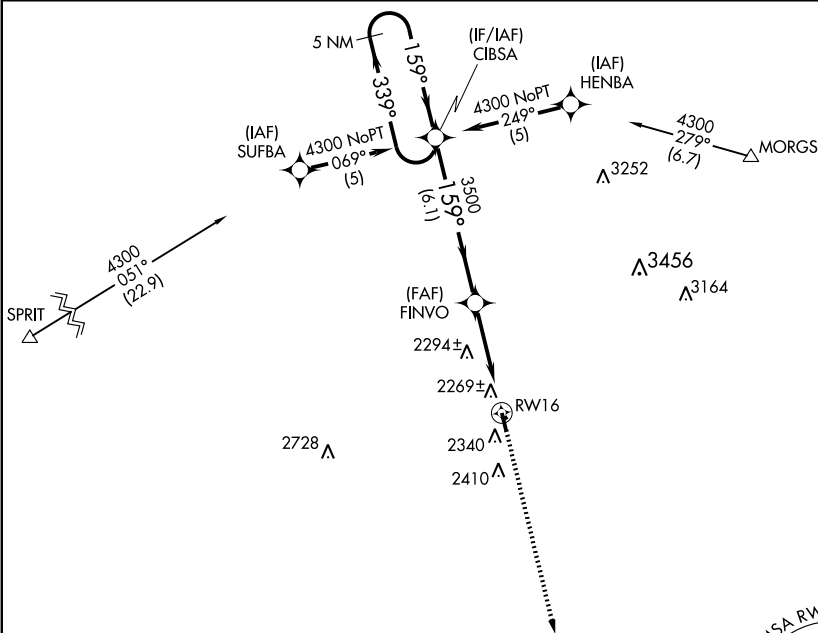
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

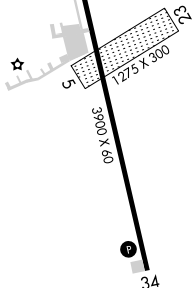
UNICOM
122.7 (CTAF) Ø



ELEV 2160

159° to
RWY 16
TDZE
2160

91



MIRL Rwy 16-34 Ø

MSA RW 16 2.5 NM

4500

5 NM
Holding Pattern

CIBSA

3700

MEDOC

4300

339°

159°

FINVO

159°

339°

RWY 16

GS 3.00°

TCH 40

6.1 NM

4.1 NM

CATEGORY	A	B	C	D
LPV DA	2445-1	285 (300-1)	NA	NA
LNNAV/VNAV DA	2574-1½	414 (500-1½)	NA	NA
LNNAV MDA	2580-1	420 (500-1)	NA	NA
CIRCLING	2680-1	520 (600-1)	NA	NA

APP CRS
339°

Rwy ldg **3900**
TDZE **2160**
Apt Elev **2160**

RNAV (GPS) RWY 34

MINDEN/ PIONEER VILLAGE FIELD (ØV3)

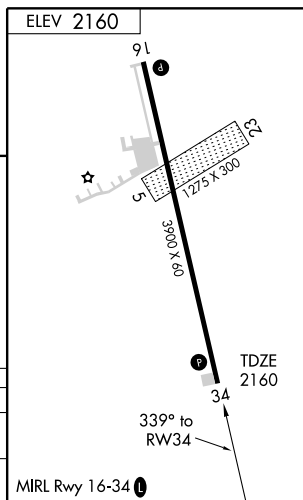
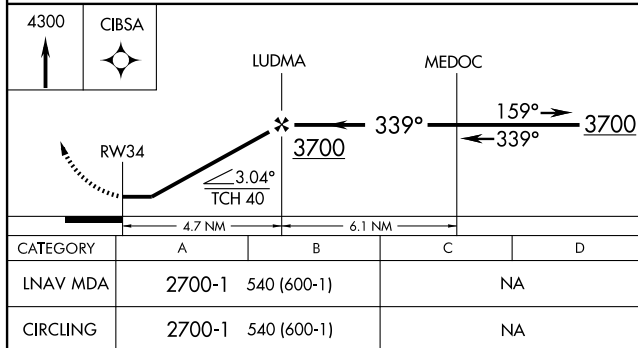
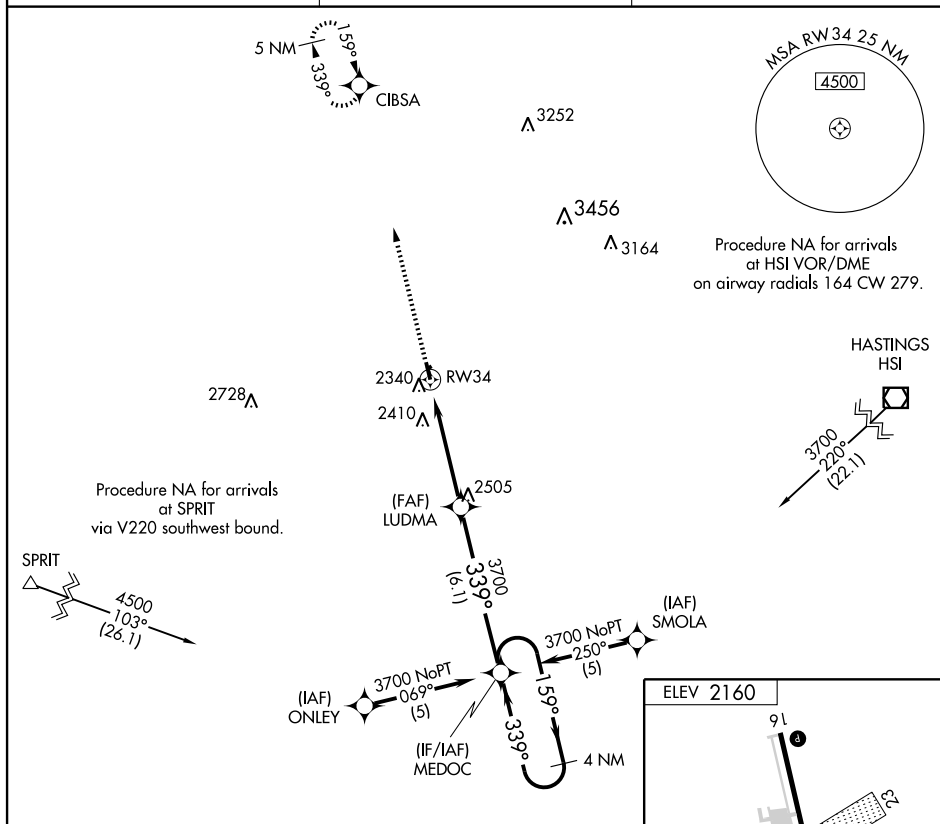
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4300
direct CIBSA and hold.

KEARNEY AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF) Ø



VOR EAR 111.2	APP CRS 338°	Rwy Idg TDZE Apt Elev	3900 2160 2160
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VOR RWY 34

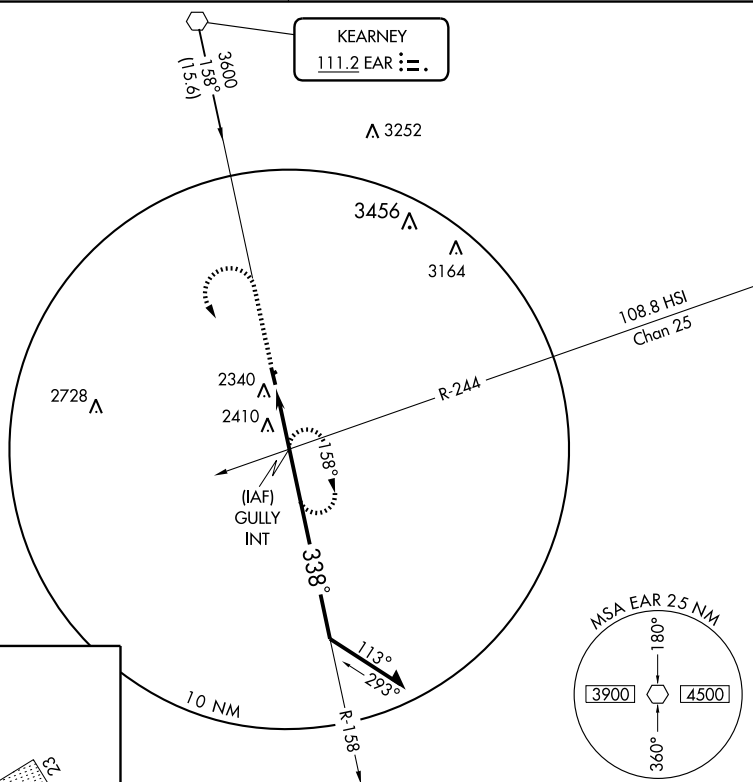
MINDEN/PIONEER VILLAGE FIELD (ØV3)



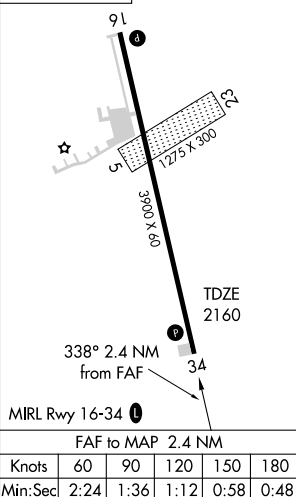
NA

Use Kearney altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

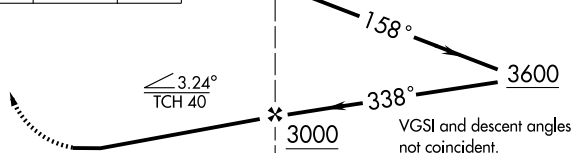
MINNEAPOLIS CENTER
119.4 278.8UNICOM
122.7 (CTAF) Ø

ELEV 2160



GULLY INT

Remain within 10 NM



CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

MINDEN, NEBRASKA

Amdt 1C 07074

MINDEN/PIONEER VILLAGE FIELD (ØV3)

40°31'N-98°57'W

VOR RWY 34

MULLEN

HOOVER CO (MHN) 1 W UTC-7(-6DT) N42°03.00' W101°04.03'

CHEYENNE

3260 NOTAM FILE OLU

RWY 09-27: H2525X25 (ASPH) S-4

RWY 09: Thld dsplcd 100'. Hill.

RWY 27: Thld dsplcd 125'. Hill.

AIRPORT REMARKS: Unattended. Rwy 09-27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

NEBRASKA CITY MUNI (AFK) 4 S UTC-6(-5DT) N40°36.33' W95°51.07'

OMAHA

1165 B S2 FUEL 100LL, JET A NOTAM FILE AFK

L-101

RWY 15-33: H4500X75 (CONC) S-30 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 05-23: 2550X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-0200Z†. For fuel call 402-873-7116. For svc/information call 402-873-7116.

ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.325 (402) 873-7375.

COMMUNICATIONS: CTAF/UNICOM 122.7

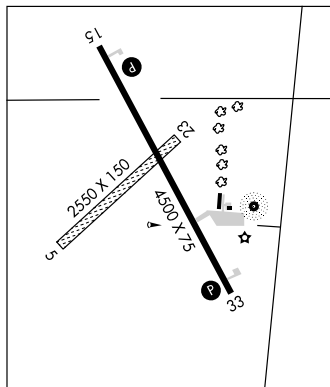
® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 027° 28.8 NM to fld. 1360/5E. HIWAS.

NDB (MHW) 347 AFK N40°36.33' W095°51.65' at fld.



NELIGH

ANTELOPE CO (4V9) 1 SW UTC-6(-5DT) N42°06.74' W98°02.39'

OMAHA

1774 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 01-19: H3700X60 (CONC) MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 41'. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41'. Trees.

RWY 13-31: H3310X50 (ASPH) S-4 LIRL

RWY 13: Thld dsplcd 405'. Road.

RWY 31: Thld dsplcd 405'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

RWY 31: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 13-31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z† ACTIVATE LIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

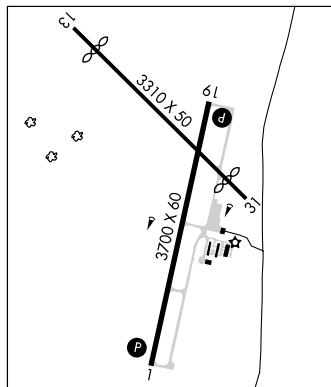
MINNEAPOLIS APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 116° 36.0 NM to fld. 2030/10E. HIWAS.

COMM/WEATHER REMARKS: Unicom not monitored.



NORFOLK N41°59.28' W97°26.08' NOTAM FILE OFK.

OMAHA

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem.

L-12H

VOR/DME unusable:

150°-210° byd 30 NM blo 4000'

VOR unusable 210°-255° byd 34 NM blo 3500';

DME unusable 210°-255° byd 34 NM blo 4000'

255°-150° byd 34 NM blo 3300'

RCO 122.15 (COLUMBUS RADIO)

NDB AFK 347	APP CRS 136°	Rwy Ldg TDZE Apt Elev 4500 1161 1165
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NDB RWY 15

NEBRASKA CITY MUNI (AFK)



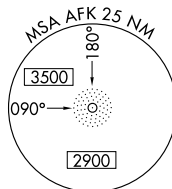
NA

Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3
128.325OMAHA APP CON
120.1 354.05UNICOM
122.7 (CTAF)

△ 1696



PAWNEE CITY
112.4 PWE
Chan 72

Remain
within 10 NM

NDB

3000

AFK

347

3000

CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1 ¼ 815 (900-1 ¼)	NA	

ELEV 1165

136° to
AFK NDB

SL

TDZE
1161

4500 X 75

23

2500 X 150

SL

1299±

MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

NDB AFK	APP CRS	Rwy Idg	4500
<u>347</u>	344°	TDZE	1161
		Apt Elev	1165

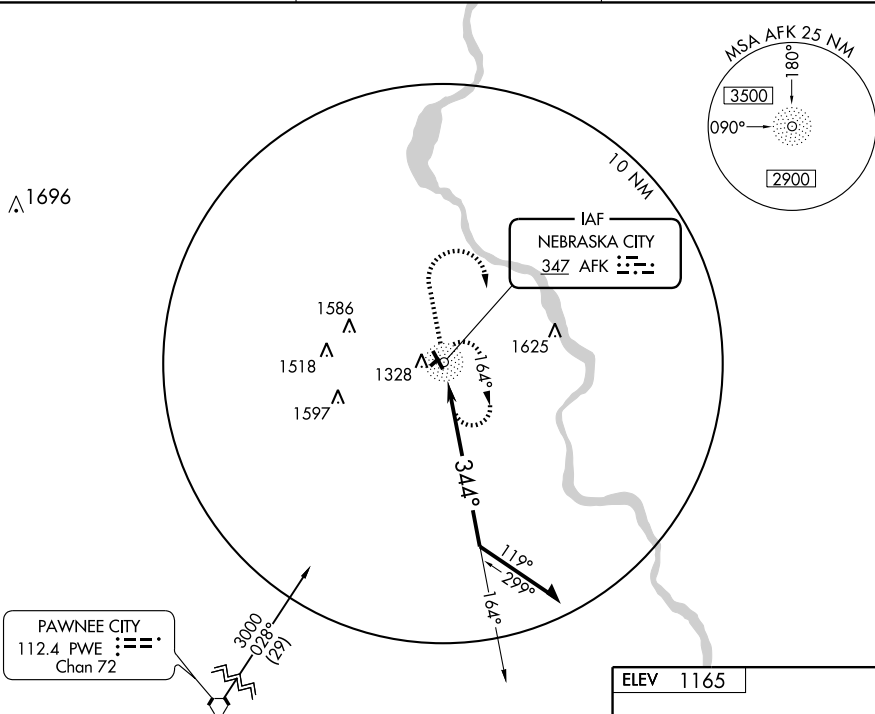
NDB RWY 33
NEBRASKA CITY MUNI (AFK)

T	Obtain local altimeter setting on CTAF; when not
A NA	received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3
128,325

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) **L**


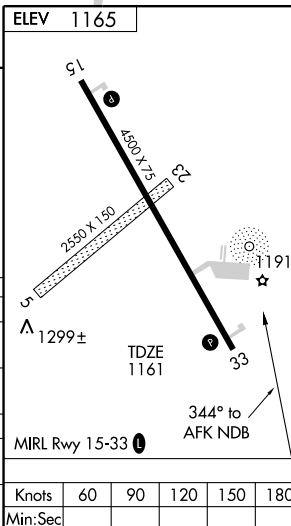
2600		AFK  347
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Diagram illustrating a VOR station and a flight path. The VOR station is labeled "NDB" and has a frequency of "2600". The flight path is a circle with a radius of "347" and a bearing of "164°". The flight path is labeled "AFK" and "347". The flight path is also labeled "3000" and "Remain within 10 NM".

CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1 ¼ 795 (800-1 ¼)	NA	



NEBRASKA CITY, NEBRASKA

Amdt 1 08213

NEBRASKA CITY MUNI (AFK)

NDB RWY 33

40°36'N-95°52'W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS CH 86407 W15A	APP CRS 146°	Rwy Idg 4500 TDZE 1162 Apt Elev 1165
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 15

NEBRASKA CITY MUNI (AFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

AWOS-3
128.325

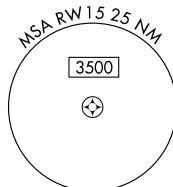
OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at OVR VORTAC via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound.

2229

OMAHA
OVR



4000
193°
(22.2)

(IAF)
KALDE

4 NM

146°

326°

3000 NoPT

056°
(5)

(IAF)
JADIB

2800

146°

(IF/IAF)
JUPMO

(FAF)
IGUSE

1279±

1586

1518

1269±

1328

1597

1625

4000
284°
(23)

VIKKI

MISSED APCH FIX

OJEKE

147°

327°

4 NM

PAWNEE CITY
PWE

4000
005°
(32.6)

ELEV 1165

146° to
RW15

51

TDZE
1162

4500 X 75

2500 X 150

1191

33

MIRL Rwy 15-33 0

4 NM Holding Pattern			
JUPMO			
3000			
← 326°			
→ 146°			
IGUSE			
* 1.2 NM to RW15			
RW15			
2800			
6.3 NM			
3.7 NM			
1.2 NM			
CATEGORY	A	B	D
LPV DA	1412-¾	250 (300-¾)	NA
LNAV/VNAV DA	1539-1¼	377 (400-1¼)	NA
LNAV MDA	1580-1	418 (500-1)	NA
CIRCLING	1640-1	475 (500-1)	NA

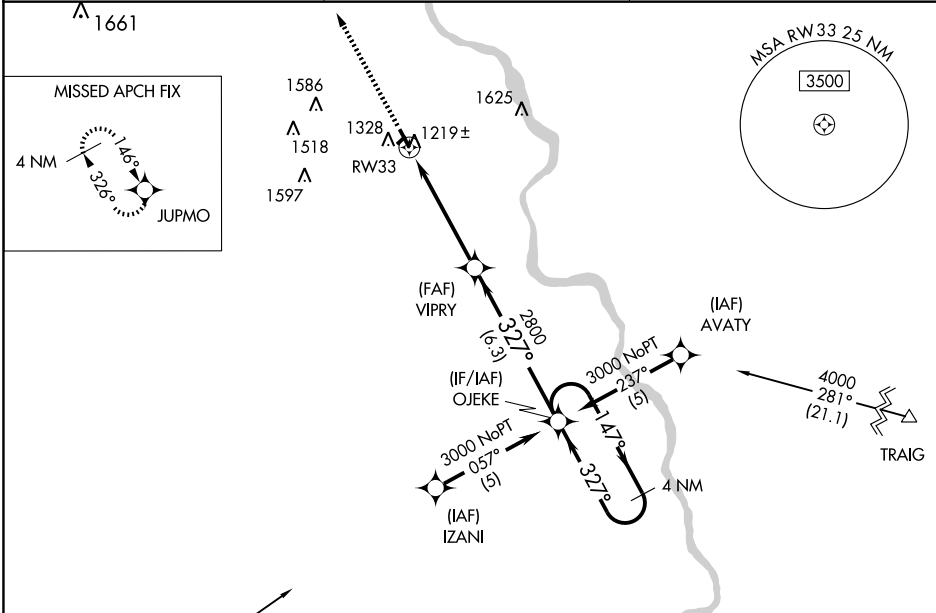
WAAS CH 45707 W33A	APP CRS 327°	Rwy Idg TDZE 1162 Apt Elev 1165
----------------------------------------	------------------------	-----------------------------------------------------

RNAV (GPS) RWY 33

NEBRASKA CITY MUNI (AFK)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.</p>	MISSED APPROACH: Climb to 3000 direct JUPMO and hold.
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------

AWOS-3 128.325	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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PAWNEE CITY
PWE

Procedure NA for arrivals at PWE VORTAC via V307 southwest bound and arrivals at TRAIG via V159 southeast bound.

3000

JUPMO

* LNAV only

OJEKE

4 NM
Holding Pattern

* 1.2 NM to RW33

VIPRY

2800

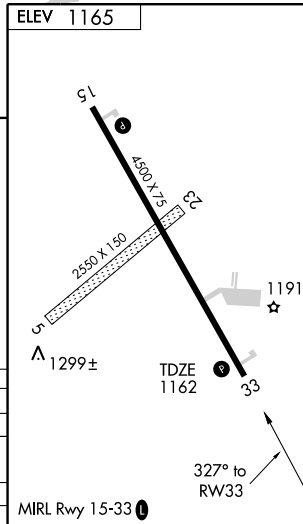
GS 3.00°
TCH 52

1.2 NM

3.7 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)		NA
LNAV/ VNAV DA	1526-1¼	364 (400-1¼)		NA
LNAV MDA	1600-1	438 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA



MULLEN

HOOVER CO (MHN) 1 W UTC-7(-6DT) N42°03.00' W101°04.03'

CHEYENNE

3260 NOTAM FILE OLU

RWY 09-27: H2525X25 (ASPH) S-4

RWY 09: Thld dsplcd 100'. Hill.

RWY 27: Thld dsplcd 125'. Hill.

AIRPORT REMARKS: Unattended. Rwy 09-27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

NEBRASKA CITY MUNI (AFK) 4 S UTC-6(-5DT) N40°36.33' W95°51.07'

OMAHA

1165 B S2 FUEL 100LL, JET A NOTAM FILE AFK

L-101

RWY 15-33: H4500X75 (CONC) S-30 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 05-23: 2550X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-0200Z†. For fuel call 402-873-7116. For svc/information call 402-873-7116.

ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.325 (402) 873-7375.

COMMUNICATIONS: CTAF/UNICOM 122.7

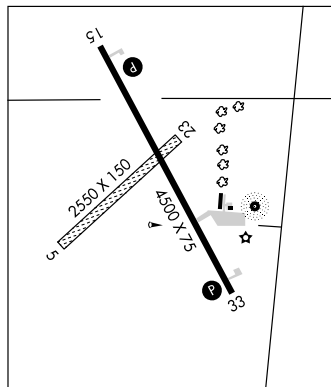
® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 027° 28.8 NM to fld. 1360/5E. HIWAS.

NDB (MHW) 347 AFK N40°36.33' W095°51.65' at fld.



NELIGH

ANTELOPE CO (4V9) 1 SW UTC-6(-5DT) N42°06.74' W98°02.39'

OMAHA

1774 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 01-19: H3700X60 (CONC) MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 41'. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41'. Trees.

RWY 13-31: H3310X50 (ASPH) S-4 LIRL

RWY 13: Thld dsplcd 405'. Road.

RWY 31: Thld dsplcd 405'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

RWY 31: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Rwy 13-31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z† ACTIVATE LIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

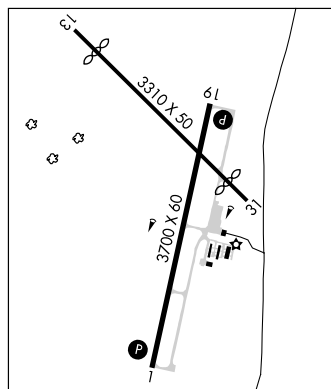
MINNEAPOLIS APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 116° 36.0 NM to fld. 2030/10E. HIWAS.

COMM/WEATHER REMARKS: Unicom not monitored.



NORFOLK N41°59.28' W97°26.08' NOTAM FILE OFK.

OMAHA

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem.

L-12H

VOR/DME unusable:

150°-210° byd 30 NM blo 4000'

VOR unusable 210°-255° byd 34 NM blo 3500';

DME unusable 210°-255° byd 34 NM blo 4000'

RCO 122.15 (COLUMBUS RADIO)

255°-150° byd 34 NM blo 3300'

WAAS CH 72914 W01A	APP CRS 008°	Rwy Idg 3700 TDZE 1774 Apt Elev 1774
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 1

NELIGH/ANTELOPE COUNTY (4V9)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA.
▲ NA Use Albion altimeter setting; when not received,
 use Norfolk altimeter setting and increase all DA/MDA
 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

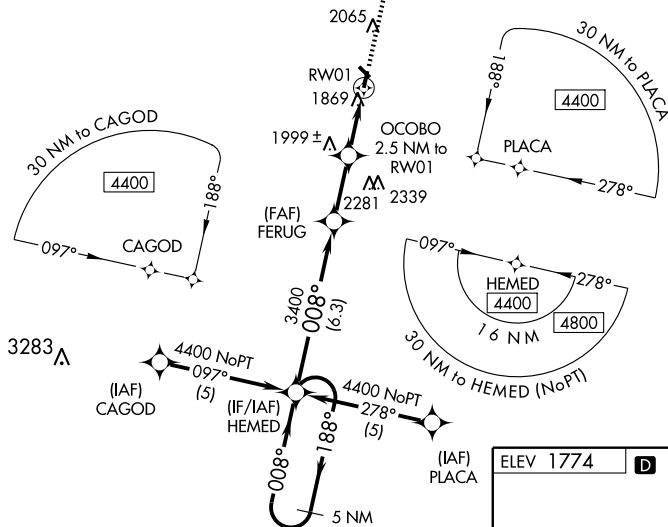
MISSED APPROACH: Climb to 4400 direct MODPY and hold.

MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) 1

O'NEILL MOA

MISSED APCH FIX



ELEV 1774

D

5 NM
 Holding Pattern

4400

←188°

→008°

HEMED

008°

FERUG

OCOBO

2.5 NM to RW01

*LNAV only

RW01

3400

*2600

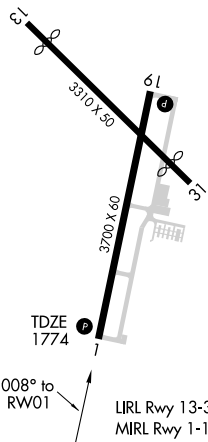
6.3 NM

2.4 NM

2.5 NM

GS 3.00°
 TCH 41

CATEGORY	A	B	C	D
LPV DA	2181-1½	407 (500-1½)		NA
LNAV/VNAV DA	2197-1½	423 (500-1½)		NA
LNAV MDA	2320-1	546 (600-1)		NA
CIRCLING	2360-1 586 (600-1)	2440-1 666 (700-1)		NA



APP CRS **188°**
 Rwy Idg **3700**
 TDZE **1762**
 Apt Elev **1774**

RNAV (GPS) RWY 19

NELIGH/ ANTELOPE COUNTY (4V9)



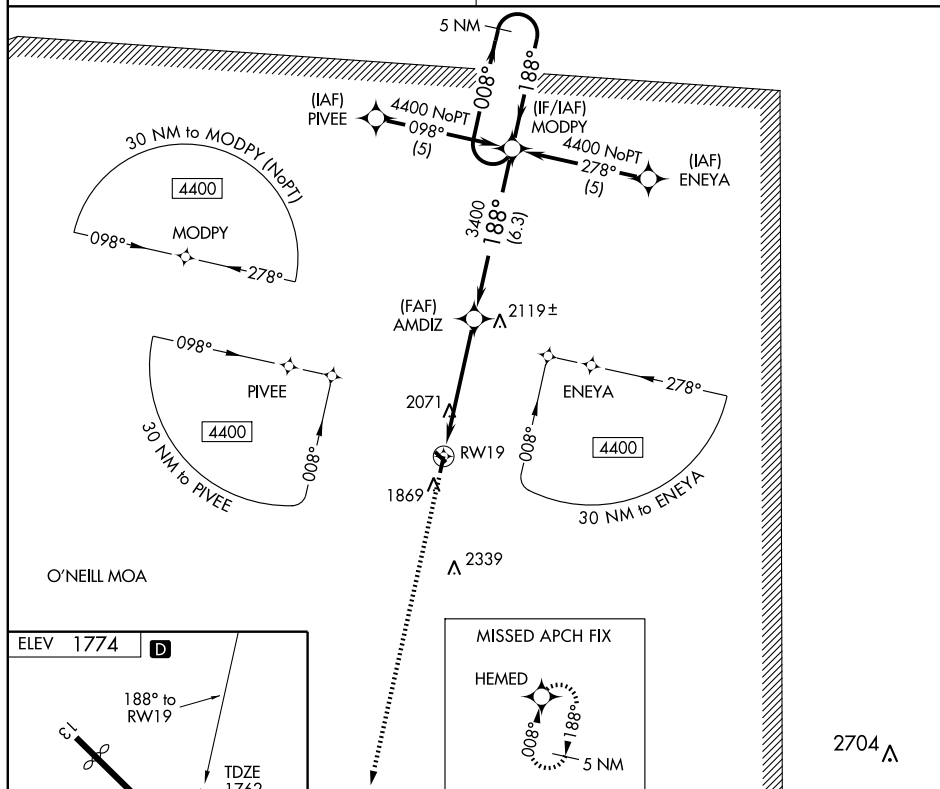
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4400 direct HEMED and hold.

MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) 1



ELEV **1774**

D

188° to RWY19

TDZE 1762

3310 X 50

61

3700 X 40

15

1

URL Rwy 13-31 **1**
 MRL Rwy 1-19 **1**

NELIGH, NEBRASKA

Orig 17DEC09

42°07'N - 98°02'W

NELIGH/ ANTELOPE COUNTY (4V9)

RNAV (GPS) RWY 19

4400	HEMED	MODPY	5 NM Holding Pattern
↑	✧	008° → 4400	← 188°
RWY19	AMDIZ	3400	188°
≤ 3.04°	TCH 41		
5 NM	6.3 NM		
CATEGORY	A	B	C D
LNAV MDA	2380-1	618 (700-1)	NA
CIRCLING	2380-1	2440-1	NA
	606 (700-1)	666 (700-1)	

VGSI and descent angles not coincident.

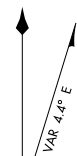
10210

AIRPORT DIAGRAM

NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKAASOS
119.025
CTAF/UNICOM
122.7

D

AL-974 (FAA)

ELEV
1543JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° WELEV
1530

41°59.5'N

RWY 01-19
S-60, D-192, 2S-175, 2D-360
RWY 14-32
S-75, D-192, 2S-175, 2D-400

HANGARS

HANGARS

★ 1597

TERMINAL

41°59.0'N

5800 X 100

317.5°

ELEV
1564FIELD
ELEV
1573

97°26.5'W

97°26.0'W

AIRPORT DIAGRAM

NORFOLK, NEBRASKA
NORFOLK/KARL STEFAN MEMORIAL (OFK)

10210

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

NORFOLK

KARL STEFAN MEM (OFK) 3 SW UTC-6(-5DT) N41°59.13' W97°26.11'

OMAHA

1573 B S4 FUEL 100LL, JET A NOTAM FILE OFK

H-5C, L-12H

RWY 01-19: H5800X100 (ASPH-PFC) S-60, D-192, 2S-175, 2D-360 HIRL 0.7% up S

IAP, AD

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 19: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: H5800X100 (ASPH-PFC) S-75, D-192, 2S-175, 2D-400 MIRL 0.4% up SE

RWY 14: VASI(V4L)—GA 3.0° TCH 33'. Thld dsplcd 283'. Railroad.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32'. Thld dsplcd 357'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5443 TODA-5800 ASDA-5443 LDA-5160

RWY 32: TORA-5517 TODA-5800 ASDA-5517 LDA-5160

AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call

402-841-5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01-19, and MIRL Rwy 14-32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (402) 644-4480.

COMMUNICATIONS: CTAF/UNICOM 122.7

NORFOLK RCO 122.15 (COLUMBUS RADIO)

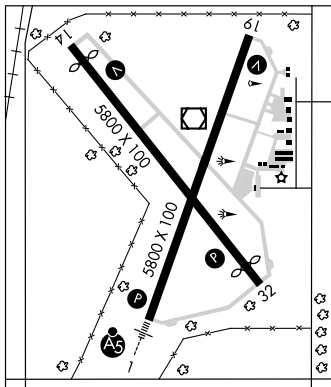
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28'

W97°26.08' at fld. NOTAM FILE OFK.

CARSY NDB (LOM) 510 OF N41°53.26' W97°28.82' 014° 6.2 NM to fld. NOTAM FILE OFK.

ILS 111.5 I-OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



NORTH OMAHA (See OMAHA)

NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC-6(-5DT)

OMAHA

N41°07.57' W100°41.02'

H-5B, L-10H, 12G

2777 B S4 FUEL 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks

IAP, AD

NOTAM FILE LBF

RWY 12-30: H8000X150 (CONC-GRVD) S-75, D-110, 2S-139, 2D-190 HIRL

RWY 12: VASI(V4L)—GA 3.0° TCH 55'.

RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55'.

RWY 17-35: H4436X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 17: Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37'. Thld dsplcd 301'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4436 TODA-4436 ASDA-4135 LDA-4135

RWY 35: TORA-4436 TODA-4436 ASDA-4436 LDA-4135

AIRPORT REMARKS: Attended 1200-0500Z±. 5 foot dike +3' fence 100' from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308-532-1900. ARFF Index B equipment provided. All Category D acft (with speeds of 141-166 knots) operating on Rwy 12-30 must maintain a TPA of 1,500' TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12-30, MIRL Rwy 17-35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.425 (308) 534-1617.

COMMUNICATIONS: CTAF/UNICOM 123.0

LEE BIRD RCO 122.5 (COLUMBUS RADIO)

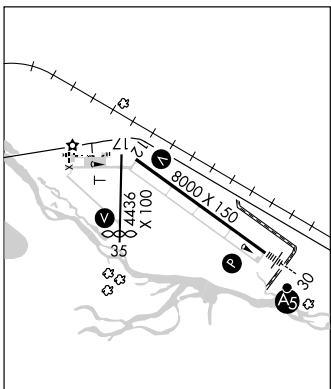
Ⓡ DENVER CENTER APP/DEP CON 132.7 CLNC DEL 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

(L) VORTACW 117.4 LBF Chan 121 N41°02.92' W100°44.83' 020° 5.5 NM to fld. 2964/11E. HIWAS.

PANBE NDB (LOM) 416 LB N41°04.10' W100°34.35' 296° 6.1 NM to fld. Unmonitored.

ILS 111.5 I-LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.



LOC I-OFK 111.5	APP CRS 014°	Rwy Idg TDZE Apt Elev	5800 1573 1573
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ILS or LOC RWY 1

NORFOLK /KARL STEFAN MEMORIAL (OFK)

▼ DME from OFK VOR/DME. If local altimeter setting not received, use Columbus Muni altimeter and increase all DAs/MDAs 100 feet.

▲ NA

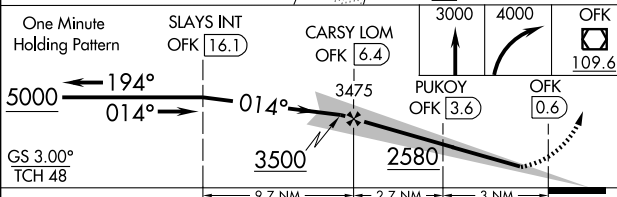
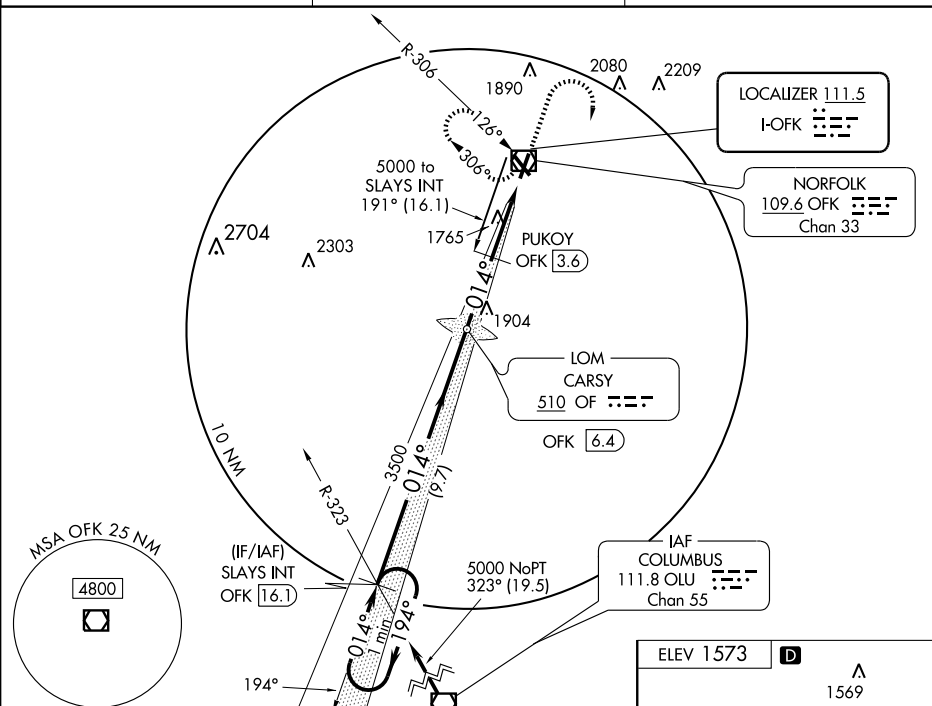


MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

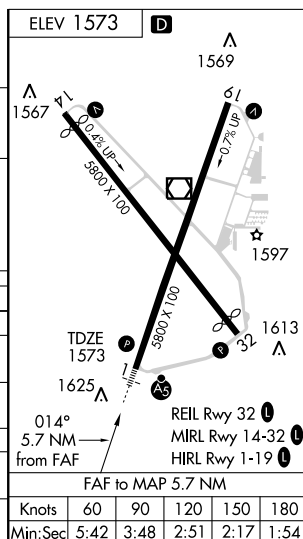
ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) 1



CATEGORY	A	B	C	D
S-ILS-1	1773-½ 200 (200-½)			NA
S-LOC-1	2160-½	587 (600-½)	2160-1 587 (600-1)	NA
CIRCLING	2160-1	587 (600-1)	2160-1½ 587 (600-1½)	NA
DME MINIMUMS				
S-LOC-1	2020-½	447 (500-½)	2020-¾ 447 (600-¾)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH 50120 W01A	APP CRS 014°	Rwy Idg TDZE Apt Elev	5800 1573 1573
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RNAV (GPS) RWY 1

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

- ▼** For inoperative MALS, increase LPV all Cats visibility to 1¼, and LNAV Cat A/B visibility to 1.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALS when using Wayne altimeter setting, increase LPV all Cats visibility to 1½.

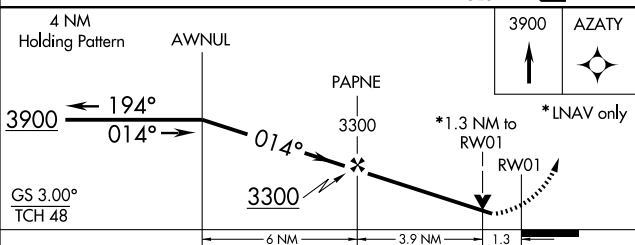
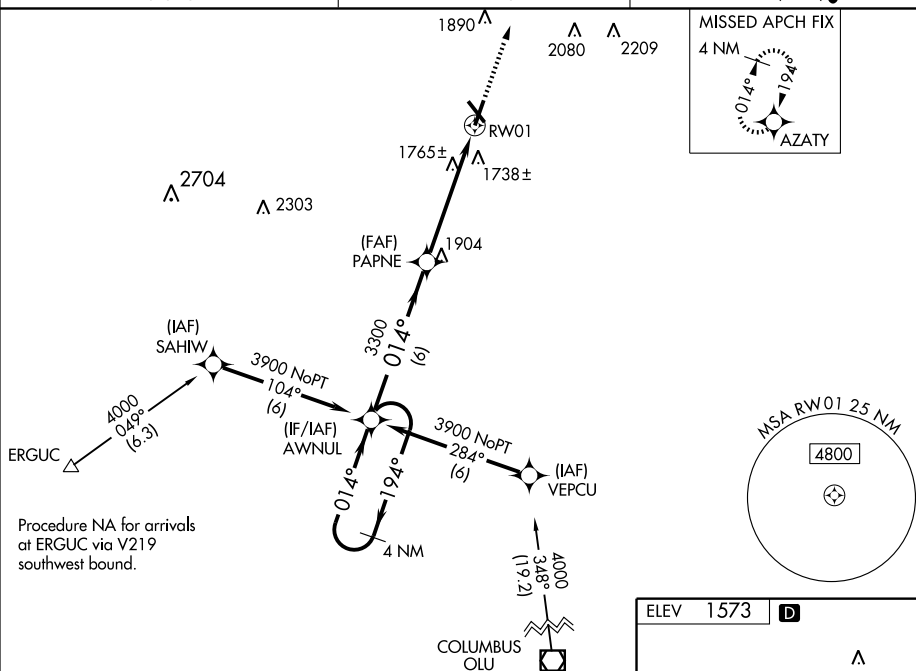


MISSED APPROACH:
Climb to 3900 direct AZATY and hold.

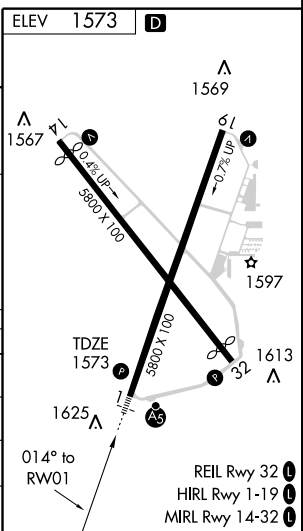
ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1950-¾	377 (400-¾)		NA
LNAV/VNAV DA	2100-1¼	527 (600-1¼)		NA
LNAV MDA	2020-¾	447 (500-¾)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



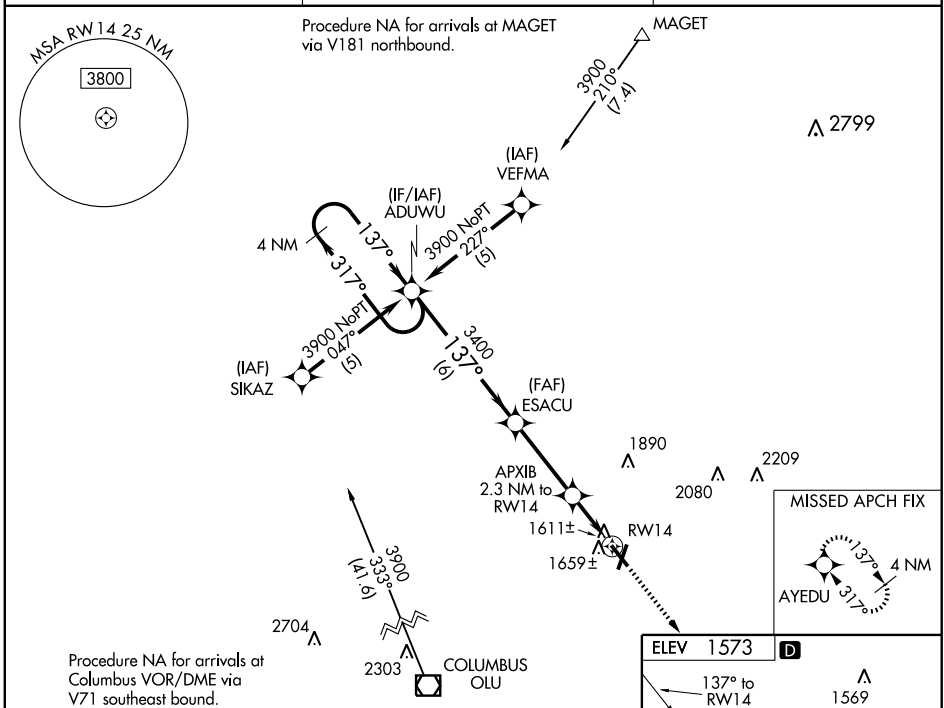
RNAV (GPS) RWY 14

NORFOLK/KARL STEFAN MEMORIAL (OFK)

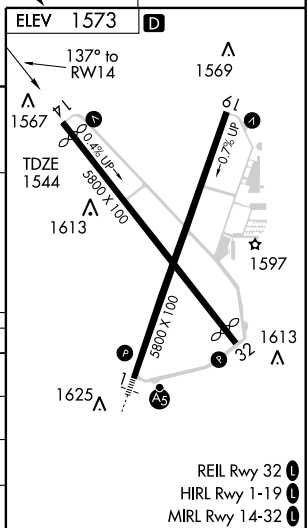
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH:
Climb to 3900 direct
AYEDU and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1825-1	281 (300-1)		NA
RNAV/ VNAV DA	1929-1½	385 (400-1½)		NA
RNAV MDA	1920-1	376 (400-1)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH 56220 W19A	APP CRS 194°	Rwy Idg TDZE 1543 Apt Elev 1573
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RNAV (GPS) RWY 19

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

⚠ Baro-VNAV NA when using Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV/Circling Cat C and D visibility ¼ mile.

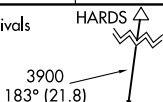
MISSED APPROACH:
Climb to 3900 direct
AWNUL and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals
at HARDS via V181
northbound.



4 NM

2799

Procedure NA for arrivals at
PENDE via V219 northeast
bound.



(IAF) SIMZU

3900 NoPT
104°
(6)

(IF/IAF) AZATY

3900 NoPT
285°
(6)

(IAF) VEDTI

1890

2080

2209

1615±

RW19

1615±

RW19

1615±

RW19

1615±

RW19

1615±

RW19

1615±

RW19

1615±

RW19

1615±

RW19

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RW19

1615±

RW19

1615±

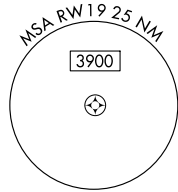
RW19

1615±

RW19

1615±

RW19



ELEV 1573

D

194° to
RW19

1569

TDZE 1543

1597

1613

1625

1625

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1625

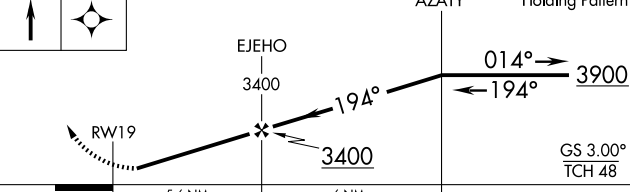
REIL Rwy 32

HIRL Rwy 1-19

MIRL Rwy 14-32



VGSI and RNAV glidepath not coincident.



5.6 NM 6 NM

CATEGORY A B C D

LPV DA 1820-1 277 (300-1)

LNAV/VNAV DA 1900-1¼ 357 (400-1¼)

LNAV MDA 2180-1 637 (700-1) 2180-1¼ 637 (700-1¼) 2180-2 637 (700-2)

CIRCLING 2180-1 607 (700-1) 2180-1¼ 607 (700-1¼) 2180-2 607 (700-2)

2180-2 637 (700-2)

2180-2 607 (700-2)

2180-2 607 (700-2)

2180-2 607 (700-2)

WAAS CH 86415 W32A	APP CRS 317°	Rwy Idg TDZE Apt Elev	5160 1560 1573
----------------------------------------	------------------------	-----------------------------	-------------------------------------------

RNAV (GPS) RWY 32

NORFOLK/KARL STEFAN MEMORIAL (OFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile.
 Baro-VNAV and VDP NA when using Wayne altimeter setting.

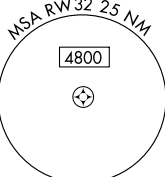
MISSED APPROACH:
Climb to 3900 direct
ADUWU and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) 0

MISSED APCH FIX



Procedure NA for arrivals
at ERGUC via V71
northwest bound and
V219 southwest
bound.

ERGUC 3900 082° (17.6)

1890
2080
2209

RW32
1769±
CIWYY 1.8 NM to RW32

(FAF)
CERHI

3200
317°

(IAF)
VEGRY

Procedure NA for
arrivals at PENDE
via V219
northeast bound.

PENDE
3900 217° (23.6)

(IAF)
SEWRU

3900 NoPT
047° (5)

3200
317°

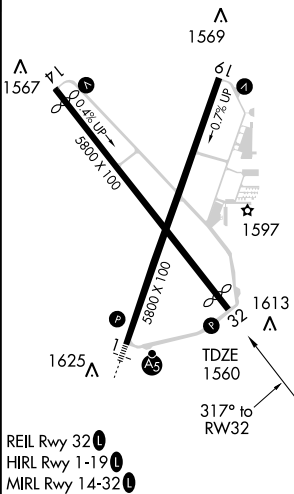
(IF/IAF)
AYEDU

137°

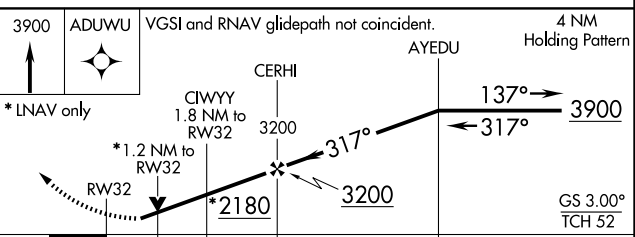
4 NM

ELEV 1573

D



REIL Rwy 32
HIRL Rwy 1-19
MIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	1858-1	298 (300-1)		NA
LNAV/VNAV DA	2091-1¾	531 (600-1¾)		NA
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA

VOR/DME OFK 109.6 Chan 33	APP CRS 007°	Rwy Idg TDZE Apt Elev 5800 1573 1573
-----------------------------------------------	------------------------	--------------------------------------------------------------------------

VOR RWY 1

NORFOLK/ KARL STEFAN MEMORIAL (OFK)



NA

For inoperative MALS, increase S-1 and Cat A. and B visibility to 1 mile.

MALS



MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.

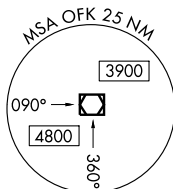
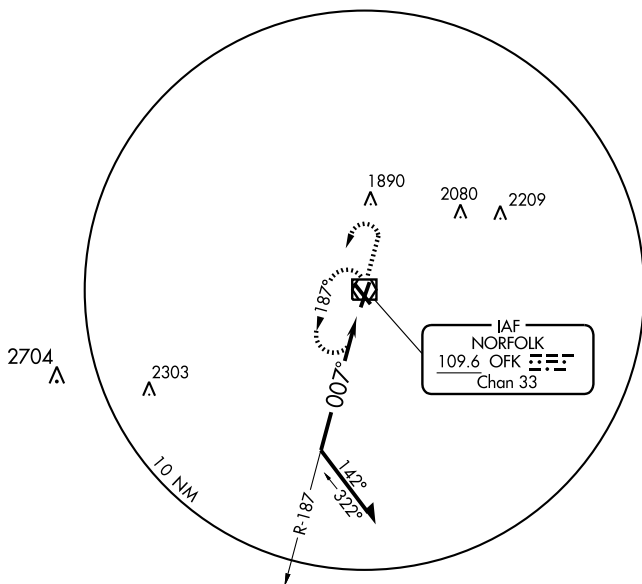
ASOS

119.025

COLUMBUS RADIO

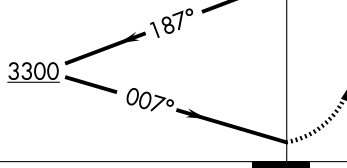
122.15

UNICOM

122.7 (CTAF) 0

Remain within 10 NM

VOR/DME



2800

3300

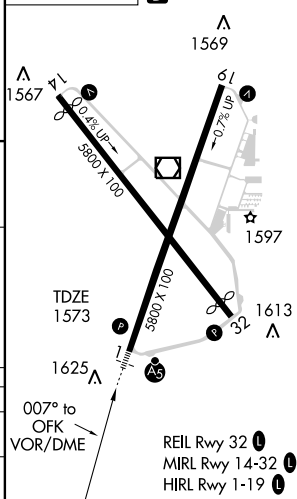
OFK



109.6

ELEV 1573

D



CATEGORY

A

B

C

D

S-1

2220-3/4 647 (700-3/4)

2220-1 1/4 647 (700-1 1/4)

NA

CIRCLING

2220-1 647 (700-1)

2220-1 3/4 647 (700-1 3/4)

NA

VOR/DME OFK <u>109.6</u> Chan 33	APP CRS 125°	Rwy Idg 5160 TDZE 1543 Apt Elev 1573
------------------------------------------------------	------------------------	-----------------------------------------------------------------

VOR RWY 14

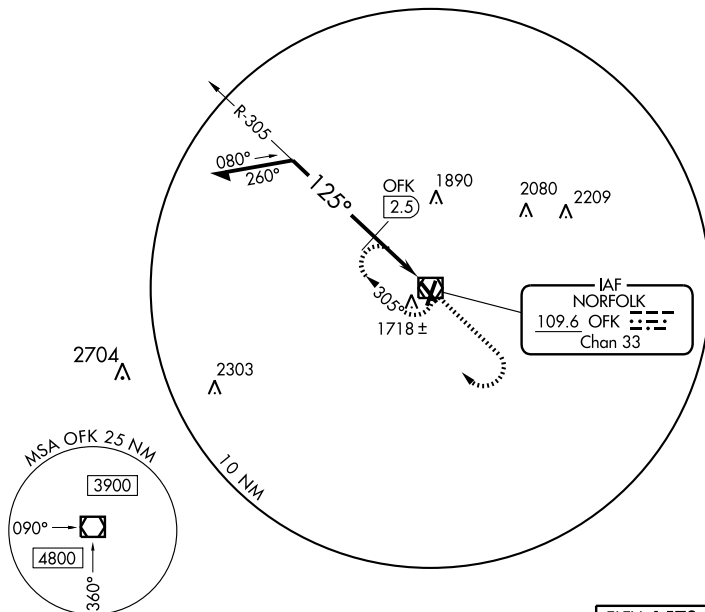
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

T
A NA

MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) **L**

ELEV 1573

D

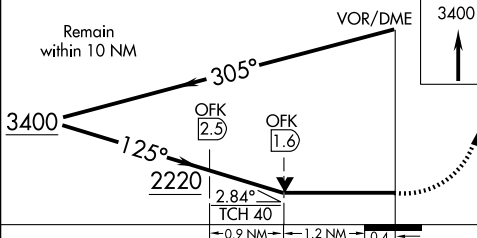
Remain
within 10 NM

VOR/DME

400

OFK

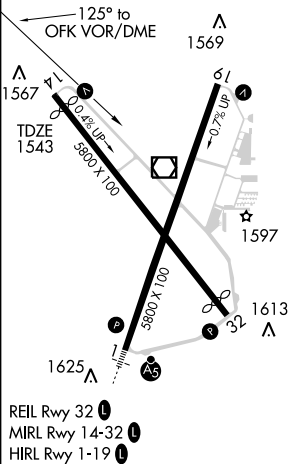
109.6



CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA

DME MINIMUMS

S-14	1980-1 437 (500-1)	1980-1 $\frac{1}{4}$ 437 (500-1 $\frac{1}{4}$)	NA
CIRCLING	2080-1 507 (600-1)	2080-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	NA



NORFOLK, NEBRASKA

Amdt 7 09351

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

41° 59'N-97°26'W

VOR RWY 14

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME OFK
109.6
Chan **33**

APP CRS
192°

Rwy Idg	5800
TDZE	1544
Apt Elev	1573

VOR RWY 19

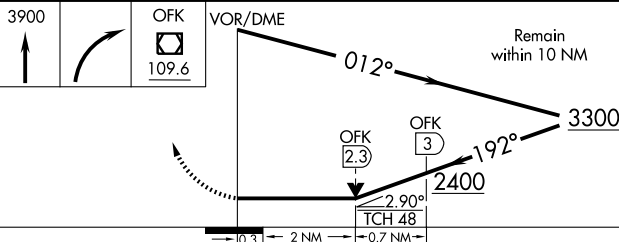
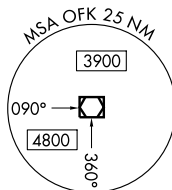
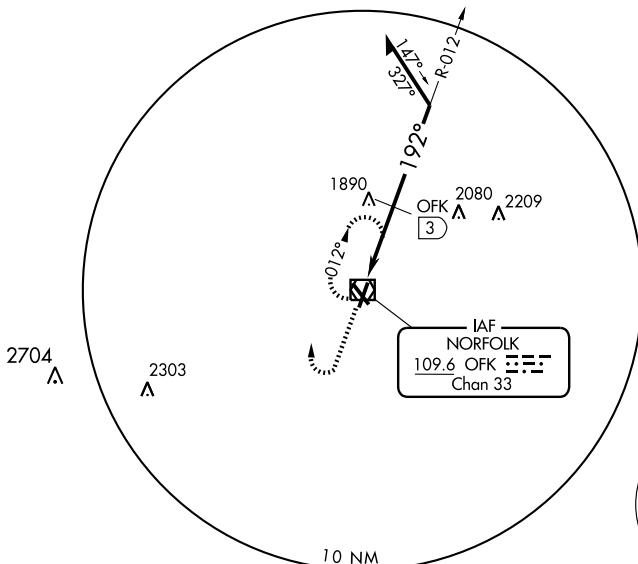
NORFOLK/ KARL STEFAN MEMORIAL (OFK)



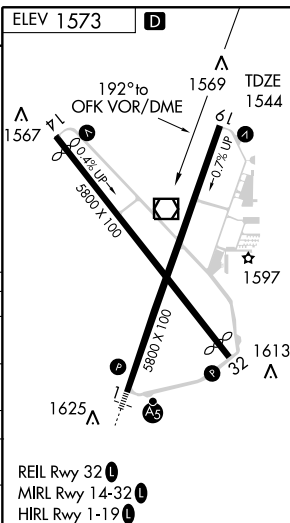
MISSED APPROACH: Climb to 3900 then right turn to OFK VOR/DME and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1 656 (700-1)		2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1 627 (700-1)		2200-1¾ 627 (700-1¾)	NA



VOR/DME OFK 109.6 Chan 33	APP CRS 320°	Rwy Idg TDZE 1564 Apt Elev 1573
-----------------------------------------------	------------------------	-----------------------------------------------------

VOR RWY 32

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

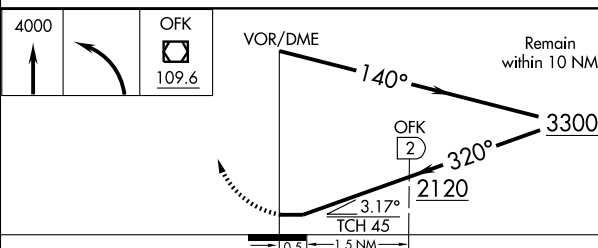
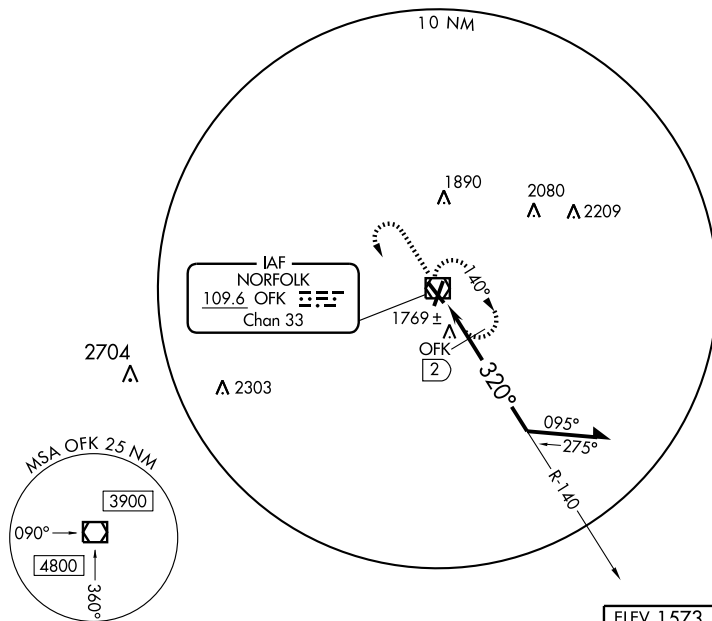


MISSED APPROACH: Climb to 4000 then left turn direct
OFK VOR/DME and hold.

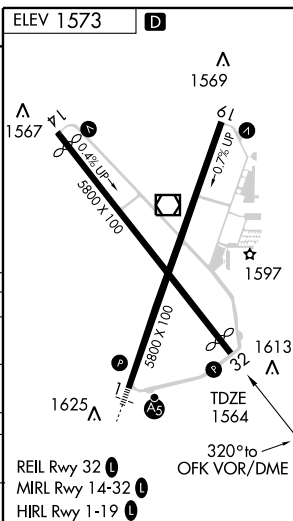
ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) **1**



CATEGORY	A	B	C	D
S-32	2120-1 556 (600-1)		2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1 547 (600-1)		2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1 456 (500-1)		2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

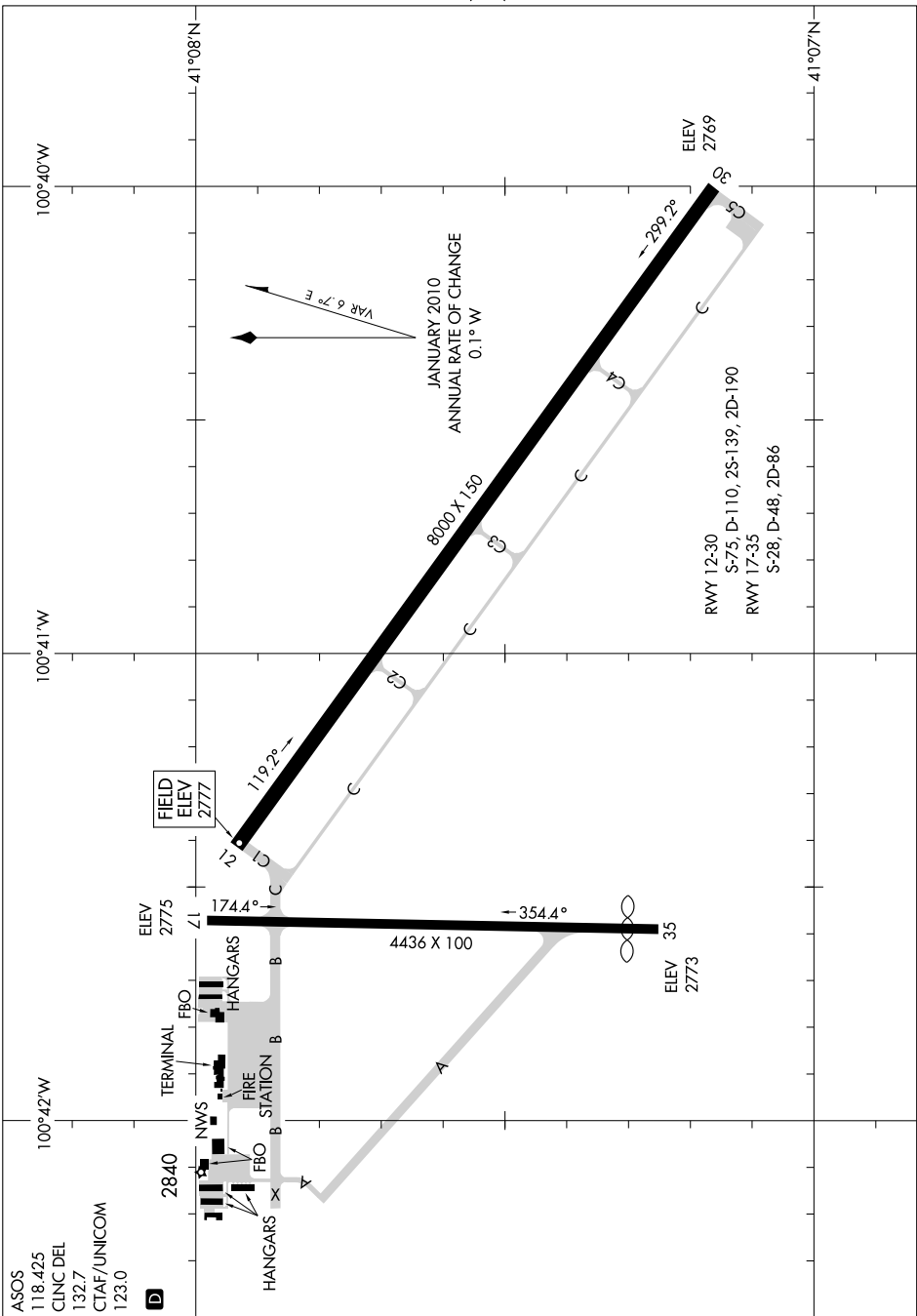


AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA)

NORTH PLATTE, NEBRASKA

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

NORTH PLATTE, NEBRASKA
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

NORFOLK

KARL STEFAN MEM (OFK) 3 SW UTC-6(-5DT) N41°59.13' W97°26.11'

OMAHA

1573 B S4 FUEL 100LL, JET A NOTAM FILE OFK

H-5C, L-12H

RWY 01-19: H5800X100 (ASPH-PFC) S-60, D-192, 2S-175, 2D-360 HIRL 0.7% up S IAP, AD

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 19: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: H5800X100 (ASPH-PFC) S-75, D-192, 2S-175, 2D-400 MIRL 0.4% up SE

RWY 14: VASI(V4L)—GA 3.0° TCH 33'. Thld dsplcd 283'. Railroad.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32'. Thld dsplcd 357'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5443 TODA-5800 ASDA-5443 LDA-5160

RWY 32: TORA-5517 TODA-5800 ASDA-5517 LDA-5160

AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call

402-841-5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01-19, and MIRL Rwy 14-32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (402) 644-4480.

COMMUNICATIONS: CTAF/UNICOM 122.7

NORFOLK RCO 122.15 (COLUMBUS RADIO)

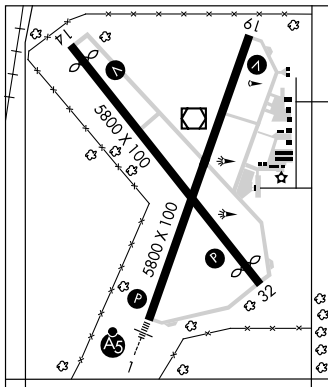
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28'

W97°26.08' at fld. NOTAM FILE OFK.

CARSY NDB (LOM) 510 OF N41°53.26' W97°28.82' 014° 6.2 NM to fld. NOTAM FILE OFK.

ILS 111.5 I-OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



NORTH OMAHA (See OMAHA)

NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC-6(-5DT)

OMAHA

N41°07.57' W100°41.02'

H-5B, L-10H, 12G

2777 B S4 FUEL 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks IAP, AD

NOTAM FILE LBF

RWY 12-30: H8000X150 (CONC-GRVD) S-75, D-110, 2S-139, 2D-190 HIRL

RWY 12: VASI(V4L)—GA 3.0° TCH 55'.

RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55'.

RWY 17-35: H4436X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 17: Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37'. Thld dsplcd 301'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4436 TODA-4436 ASDA-4135 LDA-4135

RWY 35: TORA-4436 TODA-4436 ASDA-4436 LDA-4135

AIRPORT REMARKS: Attended 1200-0500Z±. 5 foot dike +3' fence 100' from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308-532-1900. ARFF Index B equipment provided. All Category D acft (with speeds of 141-166 knots) operating on Rwy 12-30 must maintain a TPA of 1,500' TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12-30, MIRL Rwy 17-35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.425 (308) 534-1617.

COMMUNICATIONS: CTAF/UNICOM 123.0

LEE BIRD RCO 122.5 (COLUMBUS RADIO)

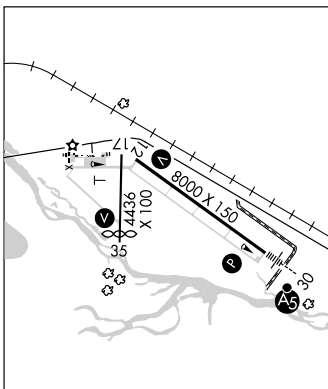
Ⓡ DENVER CENTER APP/DEP CON 132.7 CLNC DEL 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

(L) VORTACW 117.4 LBF Chan 121 N41°02.92' W100°44.83' 020° 5.5 NM to fld. 2964/11E. HIWAS.

PANBE NDB (LOM) 416 LB N41°04.10' W100°34.35' 296° 6.1 NM to fld. Unmonitored.

ILS 111.5 I-LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.



LOC L-BF 111.5	APP CRS 297°	Rwy Idg TDZE Apt Elev	8000 2771 2777
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ILS or LOC RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)



MALSR



MISSED APPROACH: Climb to 4900 then left turn direct LBF VORTAC and hold.

ASOS

118.425

DENVER CENTER

132.7 397.85

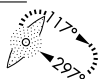
CLINC DEL

132.7

UNICOM

123.0 (CTAF)

ALTERNATE
MISSED APCH FIX
PANBE
416 LB



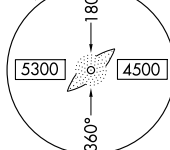
NORTH PLATTE
117.4 LBF
Chan 121

LOCALIZER 111.5
L-BF

LOM/IAF
PANBE
416 LB

PANBE INT

MSA LB 25 NM



3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3632

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3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

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3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

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3485 ±

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R-071

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R-198

3419 ±

R-182

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3485 ±

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R-071

(8)

2940 ±

R-198

3419 ±

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R-071

(8)

2940 ±

R-198

3419 ±

R-182

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3485 ±

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4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

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3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

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3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

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3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

3316

4700

071°

R-071

(8)

2940 ±

R-198

3419 ±

R-182

3490

3530

3632

3247

3863

3485 ±

RNAV (GPS) RWY 12

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

APP CRS
117°

Rwy Idg
TDZE **2777**
Apt Elev **2779**

DME/DME RNP-0.3 NA.

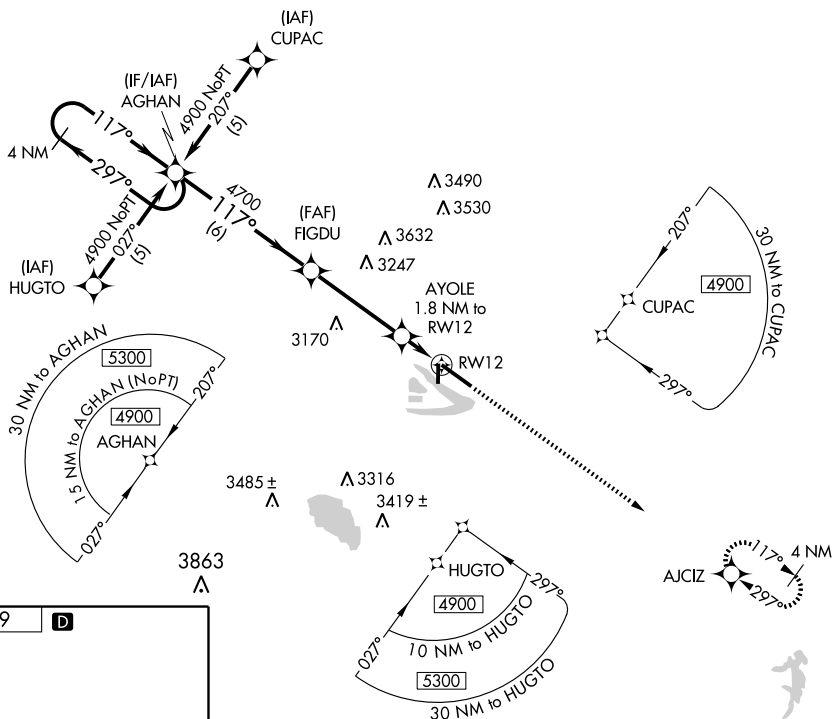
MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.

ASOS
118.425

DENVER CENTER
132.7 397.85

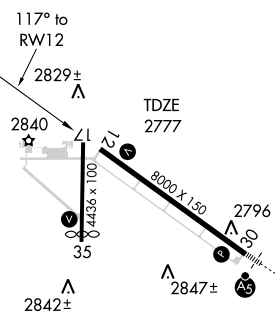
CLNC DEL
132.7

UNICOM
123.0 (CTAF) 0



ELEV 2779

D



Holding Pattern		AGHAN		FIGDU		AYOLE		RWY 12	
4 NM		4 NM		4 NM		1.8 NM		1.8 NM	
4900		4900		4700		3400		3400	
297°		117°		117°		3.05°		TCH 55	
117°		297°		297°		297°		297°	
CATEGORY		A		B		C		D	
LNAV MDA		3280-1 503 (600-1)		3280-1½ 503 (600-1½)					
CIRCLING		3360-1 581 (600-1)		3380-1 601 (700-1)		3400-1¾ 621 (700-1¾)		3400-2 621 (700-2)	

HIRL Rwy 12-30 0

REIL Rwy 35 0

MIRL Rwy 17-35 0

WAAS CH 60915 W30A	APP CRS 297°	Rwy Idg TDZE Apt Elev	8000 2771 2779
---------------------------------	------------------------	-----------------------------	-------------------------------------------

RNAV (GPS) RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

▼ Baro VNAV NA below -20°C (-4°F).
DME/DME RNP-0.3 NA.
For inoperative MALSRL increase LPV visibility to 1 all Cats.



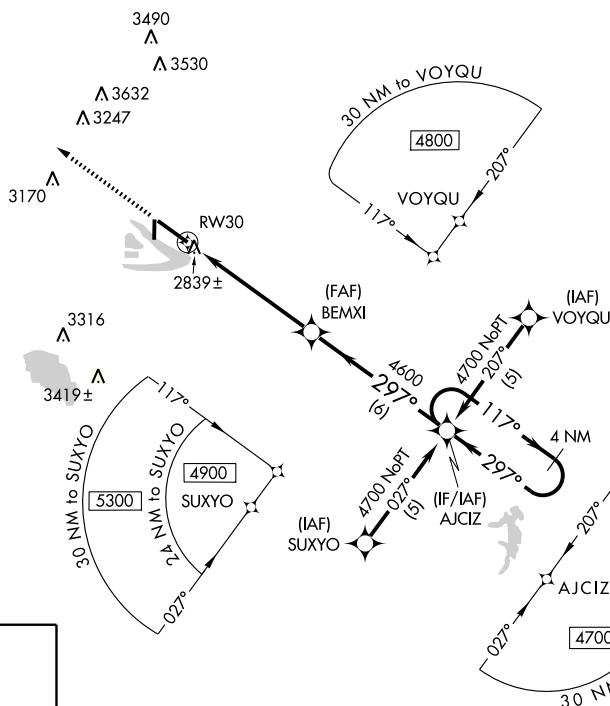
MISSED APPROACH: Climb to 4900 direct
AGHAN and hold.

ASOS
118.425

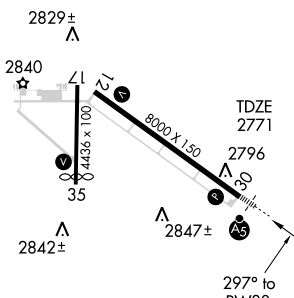
DENVER CENTER
132.7 397.85

CLNC DEL
132.7

UNICOM
123.0 (CTAF) **0**



ELEV 2779

D

HIRL Rwy 12-30 **0**
REIL Rwy 35 **0**
MIRL Rwy 17-35 **0**

4900

AGHAN

4 NM Holding Pattern

AJCIZ

BEMXI

RW30

1.4

4.1 NM

6 NM

297°

4600

117°

297°

4700

GS 3.00°

TCH 54

*LNAV only

*1.4 NM to RW30

CATEGORY	A	B	C	D
LPV DA		3053-1/2	282 (300-1/2)	
LNAV/VNAV DA		3180-1	409 (500-1)	
LNAV MDA	3280-1/2	509 (600-1/2)	3280-1	509 (600-1)
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1 3/4 621 (700-1 3/4)	3400-2 621 (700-2)

APP CRS
352°

Rwy Idg **4135**
TDZE **2776**
Apt Elev **2777**

RNAV (GPS) RWY 35

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF')

▽ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

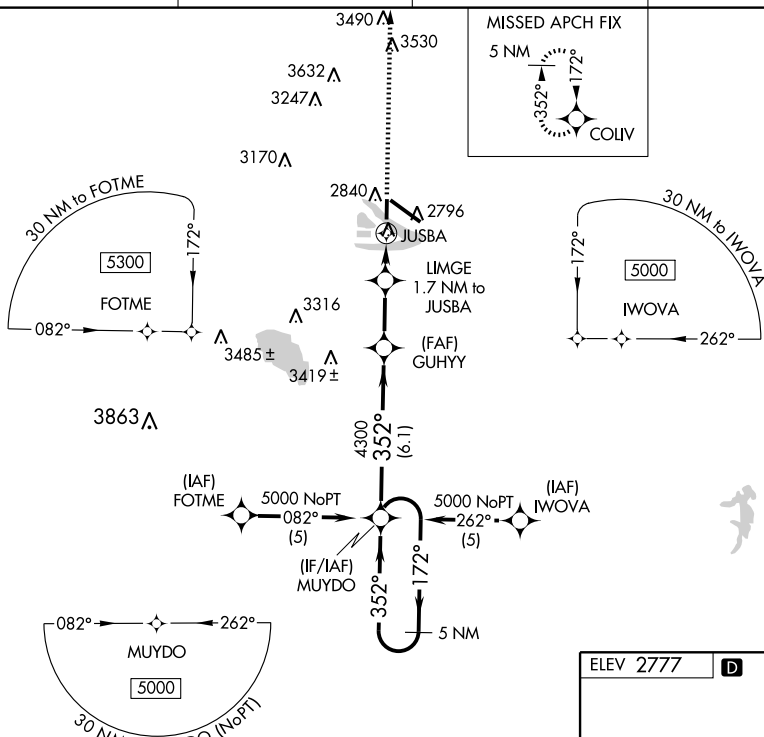
MISSED APPROACH: Climb to
5000 direct COLIV and hold.

ASOS
118.425

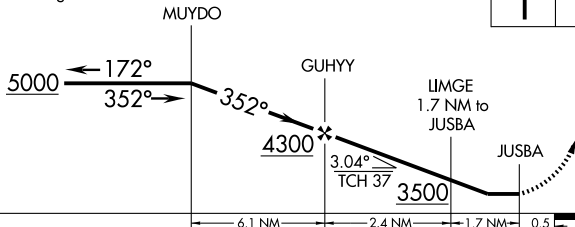
DENVER CENTER
132.7 397.85

CLNC DEL
132.7

UNICOM
123.0 (CTAF) ①



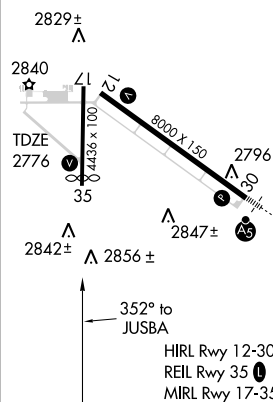
5 NM
Holding Pattern



5000
COLIV

ELEV 2777

D



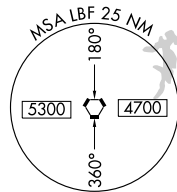
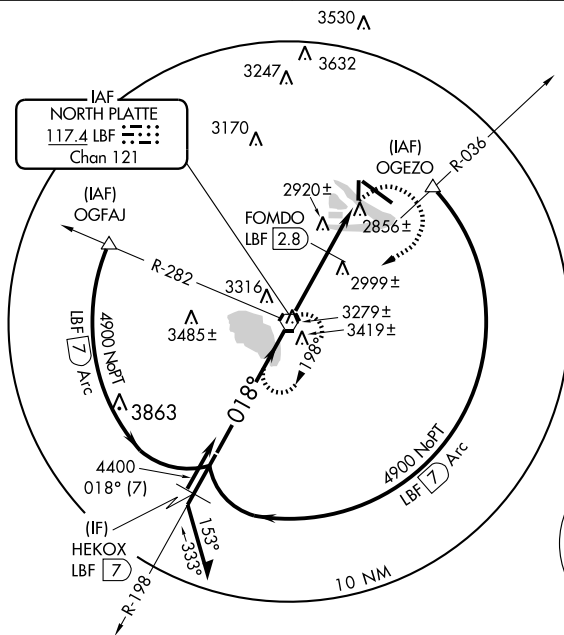
VORTAC LBF 117.4 Chan 121	APP CRS 018°	Rwy Idg TDZE Apt Elev	4135 2776 2777
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VOR RWY 35

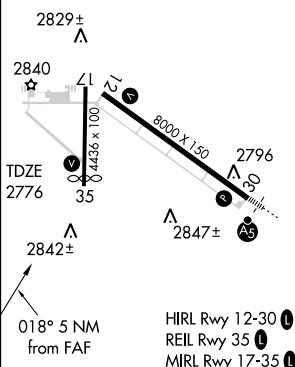
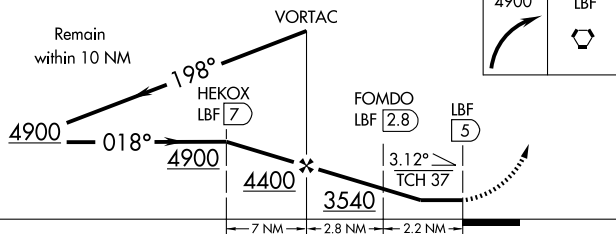
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4900 direct LBF
VORTAC and hold, continue climb-in-hold to 4900.ASOS
118.425DENVER CENTER
132.7 397.85CLNC DEL
132.7UNICOM
123.0 (CTAF) **0**

ELEV 2777

D

CATEGORY	A	B	C	D
S-35	3540-1 764 (800-1)	3540-1¼ 764 (800-1¼)	3540-2¼ 764 (800-2¼)	3540-2½ 764 (800-2½)
CIRCLING	3540-1 763 (800-1)	3540-1¼ 763 (800-1¼)	3540-2¼ 763 (800-2¼)	3540-2½ 763 (800-2½)

FOMDO FIX MINIMUMS

S-35	3220-1 444 (500-1)	3220-1¼ 444 (500-1¼)	3220-1½ 444 (500-1½)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)

FAF to MAP 5 NM				
Knots	60	90	120	150
Min:Sec	5:00	3:20	2:30	2:00

OFFUTT AFB (OFF)(KOFF) AF 8 SE UTC-6(-5DT) N41°07.16' W95°54.51'

1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp.

OMAHA

H-5C, L-101, 121

DIAP, AD

RWY 12-30: H11702X300 (CONC) PCN 54 R/C/W/T HIRL

RWY 12: ALSF1. PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 1008'.

RWY 30: ALSF1. PAPI(P4L)—GA 2.80° TCH 56'. Thld dsplcd 1090'.

MILITARY SERVICE: LGT JASU (M32A-86) (AM32A-95) **FUEL J8** **FLUID W SP** PRESAIR LHOX LOX **OIL O-148-156**

SOAP **TRAN ALERT** Opr 1200-0530Z± daily. Tran acft not allowed when tran alert not avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, etc am ops. PPR all acft, etc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150' rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12-30 150' wide, signs and lgt installed for 300' wide. 1000' distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500', overhead 3000' & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271-3207/3240, C402-294-3207/3240, fax DSN 272-4175, C402-232-4175.

COMMUNICATIONS: SFA ATIS 126.025 273.5 PTD 379.4.

Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)

TOWER 123.7 279.625 **GND CON** 121.7 289.4

COMD POST (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272-1996,

C402-232-1996. Full Wx svc avbl H24 DSN 271-3459, C402-294-3459. Transient brief svc avbl via 15

OWS DSN 576-9755, C618-256-9755. **AG** See Global HF Systems listing in FIH.)

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE OFF.

(L) **TACAN** Chan 54 OFF (111.7) N41°07.03' W95°54.00' at fld. 1090/5E. No NOTAM maintenance period
Thu 1300-1500Z±. **TACAN** unusable: 300°-330° byd 15 NM blo 4,000' 330°-300° byd 30 NM blo 5,000'.

ILS 109.5 I-OFF **Rwy 30.** No NOTAM maintenance period Mon-Tue 1300-1500Z±.

ILS 111.7 I-ATB **Rwy 12** Class I. No NOTAM maintenance period Wed-Fri 1300-1500Z±.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

OGALLALA

SEARLE FLD (OGA) 2 W UTC-7(-6DT) N41°07.17' W101°46.18'

3279 B S4 **FUEL** 100LL, JET A+ **OX 1** NOTAM FILE OGA

CHEYENNE

H-5B, L-106, 126

IAP

RWY 08-26: H5102X75 (CONC) S-12.5, D-12.5 MIRL 0.3% up W

RWY 08: PAPI (P2L)—GA 3.0° TCH 42'.

RWY 26: PAPI (P2L)—GA 3.0° TCH 49'.

RWY 13-31: H3700X60 (CONC) S-12.5, D-12.5 MIRL

0.9% up NW

RWY 13: VASI(V4L)—GA 3.5° TCH 40'. Pole.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z±. For attendant after hrs call 308-284-4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. **ACTIVATE** MIRL Rwy 13-31 and Rwy 08-26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.275 (308)284-6573.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

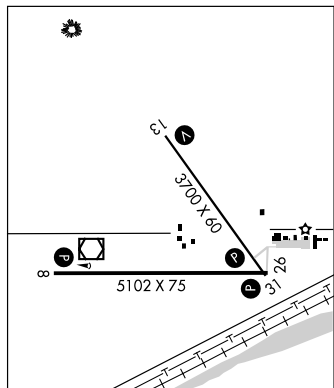
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'

W100°44.83' 265° 46.6 NM to fld. 2964/11E. **HIWAS.**

(T) **VORW/DME** 110.2 SAE Chan 39 N41°07.15'

W101°46.56' at fld. NOTAM FILE OGA.

DME portion unusable 270°-030° byd 15 NM.



WAAS CH 57903 W08A	APP CRS 079°	Rwy Idg TDZE Apt Elev	5102 3260 3278
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RNAV (GPS) RWY 8

OGALLALA/SEARLE FIELD (OGA)

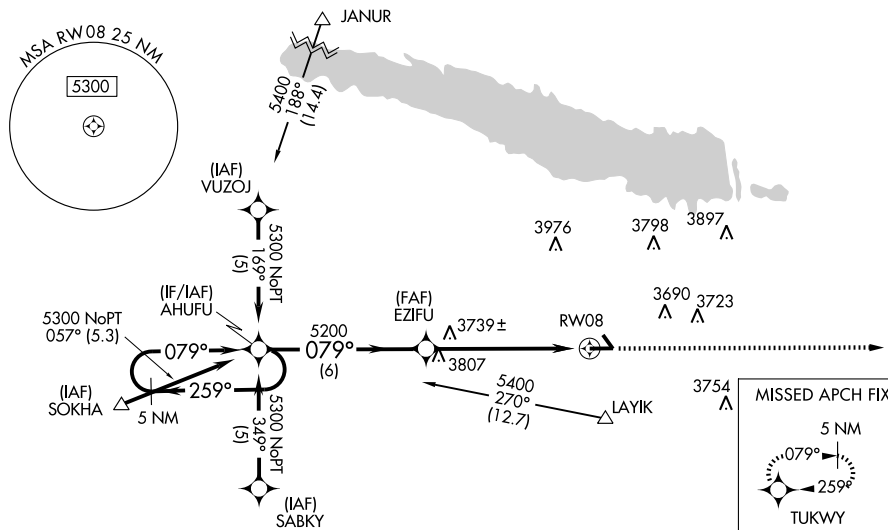
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.

MISSED APPROACH: Climb to 5200
direct TUKWY and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **0**

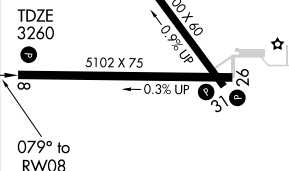
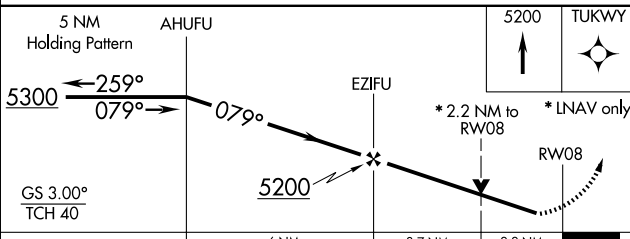


4283
▲



Procedure NA for arrivals at HOLYO
via V80 southwest bound.

ELEV 3278



CATEGORY	A	B	C	D
LPV DA	3510-1	250 (300-1)		NA
LNAV MDA	4000-1	740 (800-1)	4000-2 740 (800-1)	NA
CIRCLING	4000-1	722 (800-1)	4000-2 722 (800-1)	NA

MIRL Rwy 8-26 and 13-31 **0**

WAAS CH 53303 W26A	APP CRS 259°	Rwy Idg TDZE Apt Elev	5102 3254 3278
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RNAV (GPS) RWY 26

OGALLALA/SEARLE FIELD (OGA)

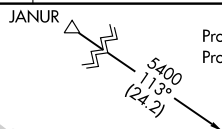
- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

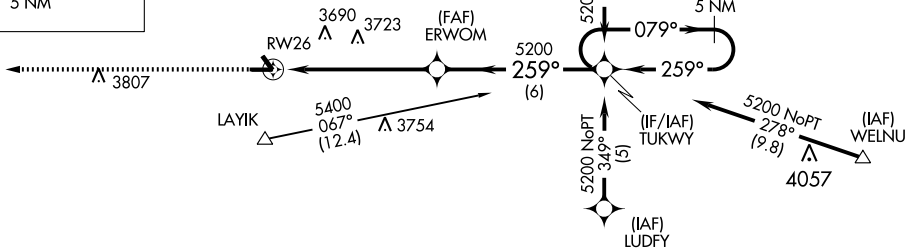
AWOS-3
121.275

DENVER CENTER
132.7 397.85

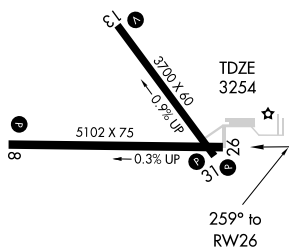
UNICOM
122.8 (CTAF) **1**



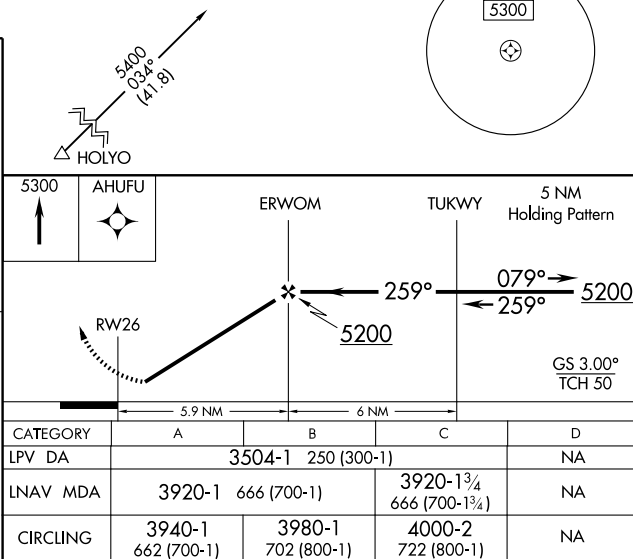
Procedure NA for arrivals at HOLYO via V80 southwest bound.
 Procedure NA for arrivals at JANUR via V524 northwest bound.



ELEV 3278



MIRL Rwy 8-26 and 13-31 **1**



VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 072°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278
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VOR/DME RWY 8
OGALLALA/SEARLE FIELD (OGA)

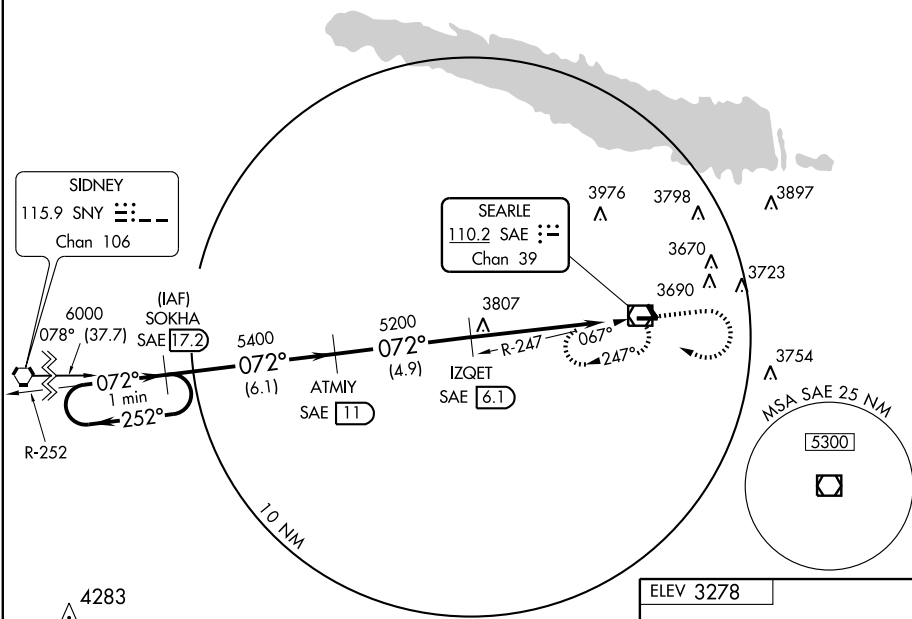
T	
A	NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

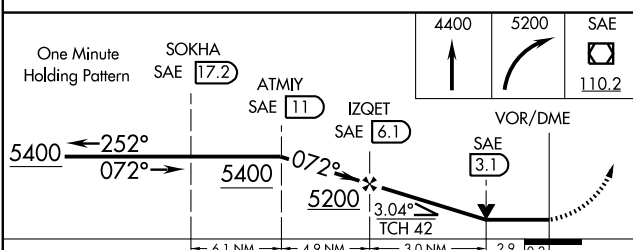
AWOS-3
121.275

DENVER CENTER
132.7 397.85

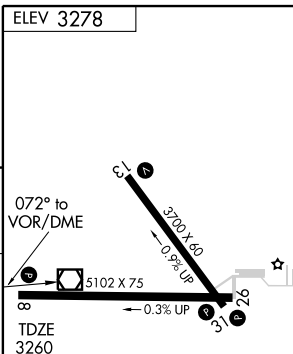
UNICOM
122.8 (CTAF) **L**



NC-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA



MIRL Rwy 8-26 and 13-31 L

VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 263°	Rwy Idg 5102 TDZE 3254 Apt Elev 3278
------------------------------------------------------	------------------------	-----------------------------------------------------------------

VOR/DME RWY 26
OGALLALA/SEARLE FIELD (OGA)

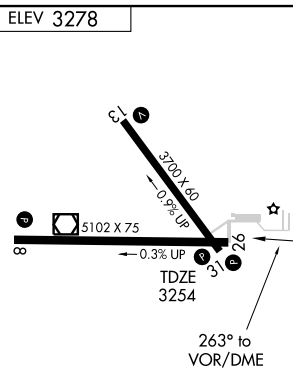
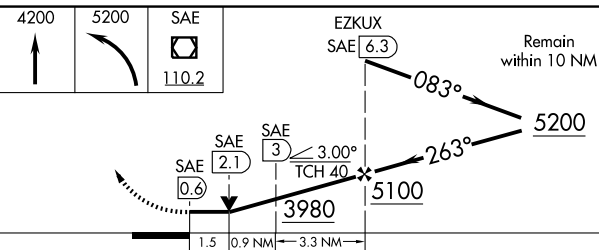
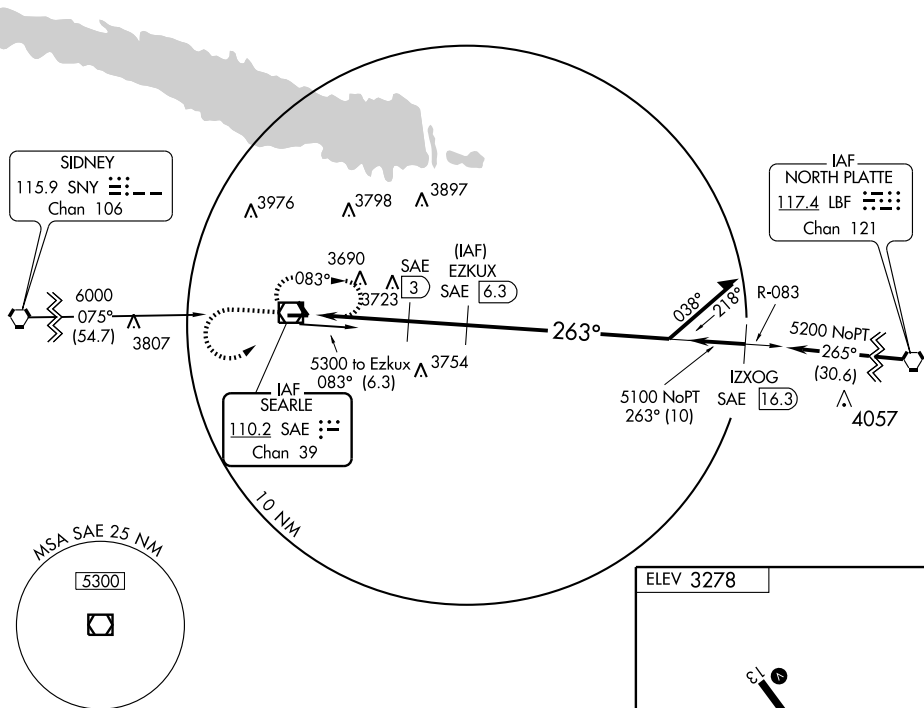
T
A NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-26	3760-1	506 (600-1)	NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA

MIRL Rwy 8-26 and 13-31 **L**

VOR/DME SAE 110.2 Chan 39	APP CRS 067°	Rwy Idg TDZE Apt Elev	5102 3260 3278
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VOR RWY 8
OGALLALA/SEARLE FIELD (OGA)

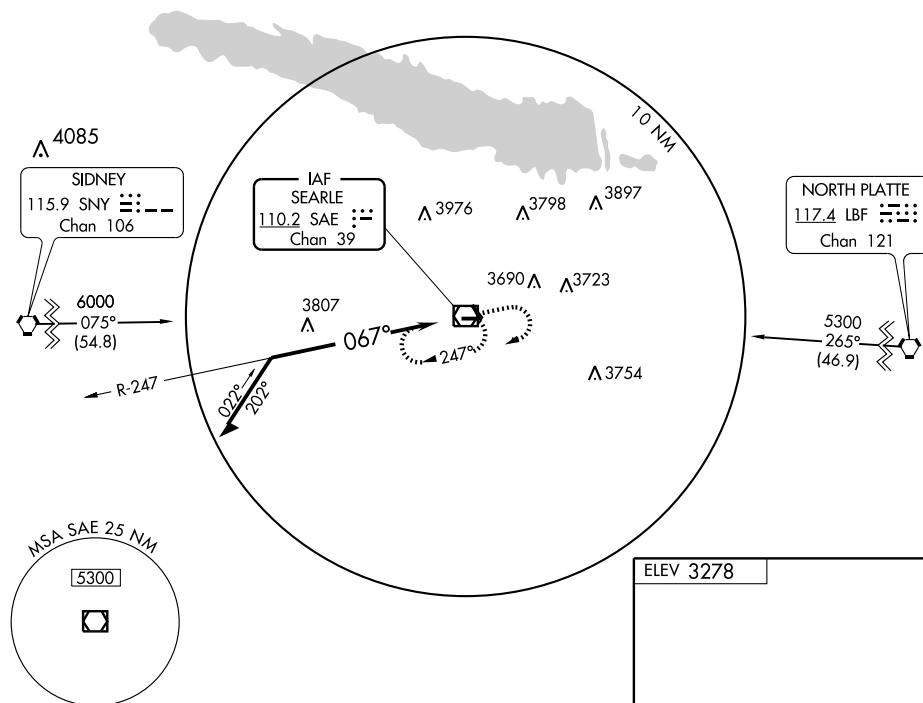


MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

VOR/DME

5300

SAE
3.3

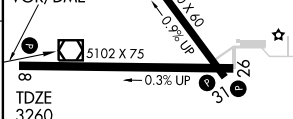
3.1 NM 0.2

5300



SAE
110.2

067° to
VOR/DME



CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 0

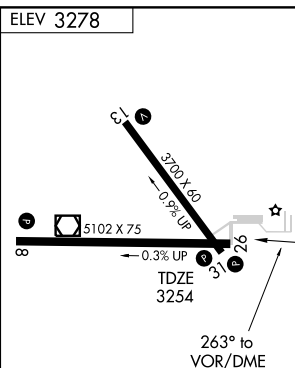
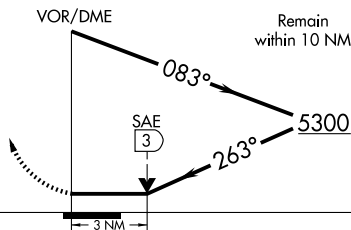
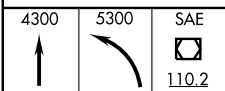
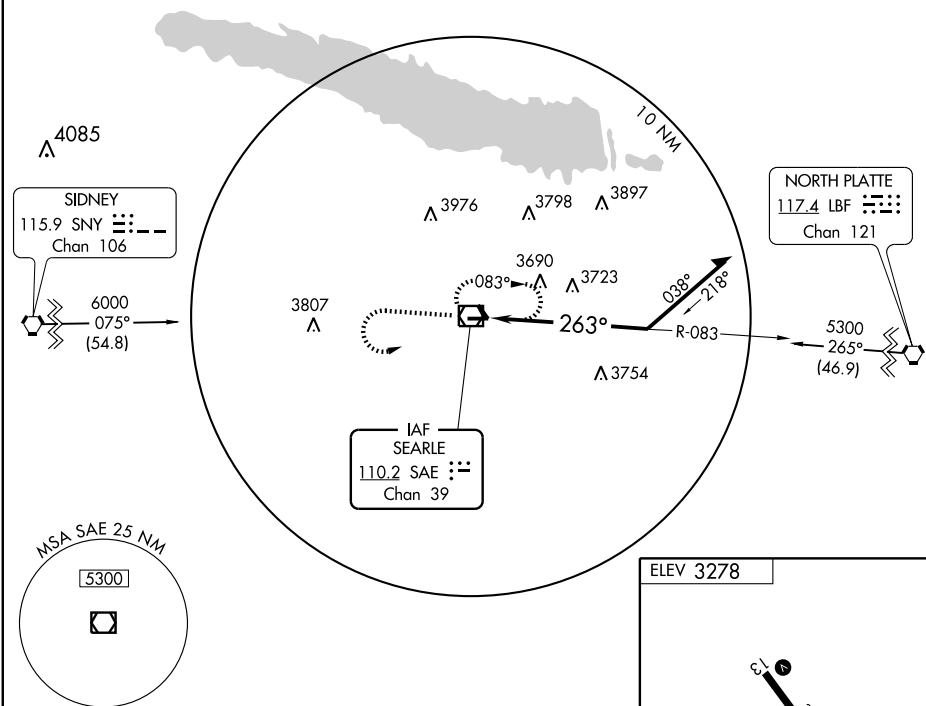
VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 263°	Rwy Idg 5102 TDZE 3254 Apt Elev 3278
------------------------------------------------------	------------------------	-----------------------------------------------------------------

VOR RWY 26
OGALLALA/SEARLE FIELD (OGA)

T
A NA

MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 L

OGALLALA, NEBRASKA
Amdt 5 09127

41° 07' N-101° 46' W

OGALLALA/SEARLE FIELD (OGA)
VOR RWY 26

NC-2. 23 SEP 2010 to 21 OCT 2010

MILLARD (MLE) 7 SW UTC-6(-5DT) N41°11.76' W96°06.74'

1051 B S4 FUEL 100LL, JET A OX 2, 4 TPA-2000(949) LRA NOTAM FILE MLE

RWY 12-30: H3801X75 (CONC) S-12.5, D-12.5 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.08° TCH 39'. Thld displcd 212'. Road.

RWY 30: PAPI(P2L)—GA 3.08° TCH 39'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3801 TODA-3801 ASDA-3801 LDA-3588

RWY 30: TORA-3801 TODA-3801 ASDA-3588 LDA-3801

AIRPORT REMARKS: Attended 1200-0400Z†. For svc after 0400Z† call 402-895-4974 between 1200-0400Z†. Deer on and invof arpt. Military jet overflying at 3000' MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.25 (402) 895-6778.

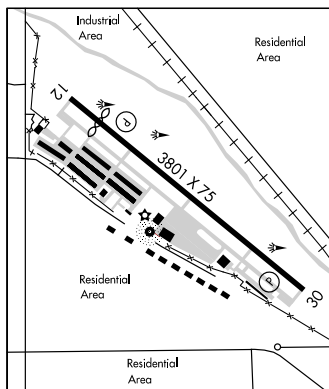
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 120.1 CLNC DEL 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 268° 17.1 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 371 MLE N41°11.69' W96°06.84' at fld. NOTAM FILE MLE.



NORTH OMAHA (3NO) 7 NW UTC-6(-5DT) N41°22.10' W96°01.35'

1322 S2 FUEL 100LL NOTAM FILE OLU

RWY 17-35: H2480X40 (CONC) S-28 LIRL (NSTD)

RWY 17: Trees. RWY 35: Thld displcd 600'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. For svc other hrs call 402-571-7585. No touch and go ldgs allowed. Rwy 17-35 56' either side of conc usable turf. Rwy 17-35 CLOSED to acft 8000 lbs and over. Rwy 17-35 NSTD LIRL, lgts located 66' from rwy edge; 6 thld lights each end.

COMMUNICATIONS: CTAF/UNICOM 122.8

O'NEILL N42°28.23' W98°41.22' NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni-John L Baker Fld. 2030/10E. HIWAS.

RCO 122.45 (COLUMBUS RADIO)

O'NEILL

THE O'NEILL MUNI-JOHN L BAKER FLD (ONL) 2 NW UTC-6(-5DT) N42°28.17' W98°41.24'

2031 B S4 FUEL 100LL, JET A+ NOTAM FILE ONL

RWY 13-31: H4409X75 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1300-0000Z†. For after hrs svc call 402-336-7588. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (402) 336-4834. HIWAS 113.9 ONL.

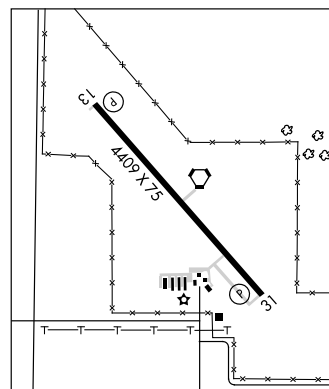
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (COLUMBUS RADIO)

MINNEAPOLIS CENTER APP/DEP 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 N42°28.23' W98°41.22' at fld. 2030/10E. HIWAS.



OMAHA

OMAHA

H-58, L-12H

OMAHA

L-12H

IAP

NDB MLE 371	APP CRS 130°	Rwy Idg TDZE Apt Elev	3588 1051 1051
-----------------------	------------------------	-----------------------------	-------------------------------------------

NDB RWY 12

OMAHA/MILLARD (MLE)



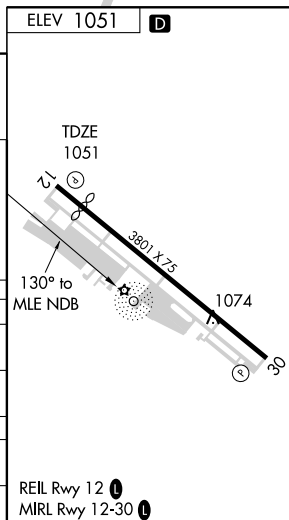
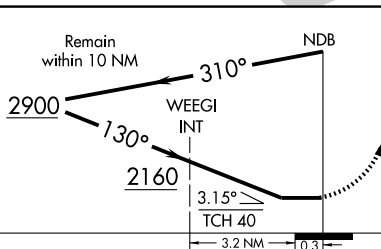
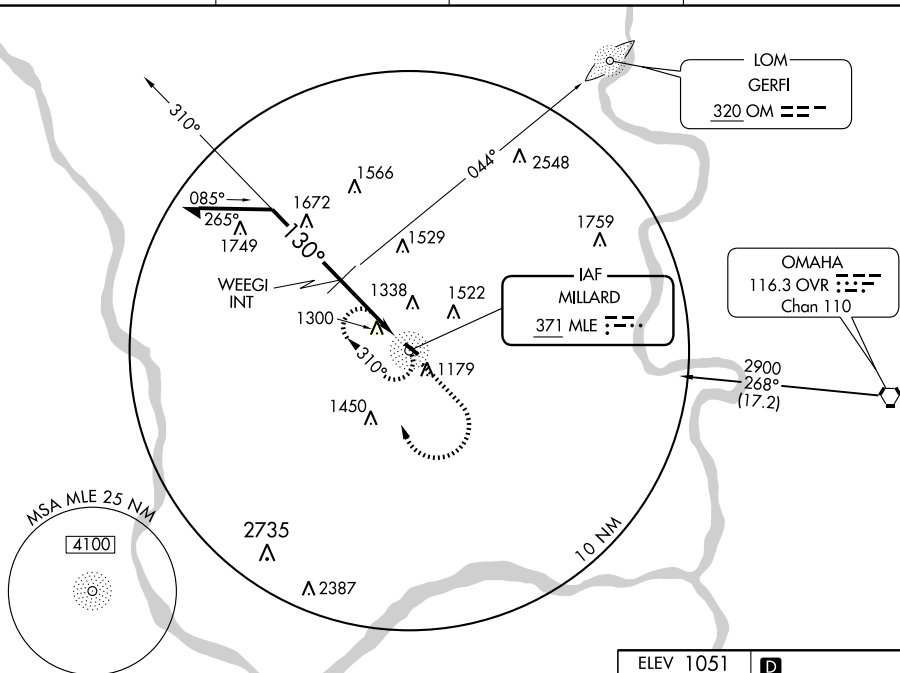
MISSED APPROACH: Climb to 2900 then right turn direct MLE
NDB and hold.

AWOS-3
118.25

OMAHA APP CON
120.1 354.05

CLNC DEL
125.4

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)	1700-1¾ 649 (700-1¾)	NA	NA
CIRCLING	1700-1 649 (700-1)	1760-2 709 (800-2)	NA	NA

REIL Rwy 12 0
MIRL Rwy 12-30 0

WAAS CH 78402 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	3588 1051 1051
----------------------------------------	------------------------	-----------------------------	-------------------------------------------

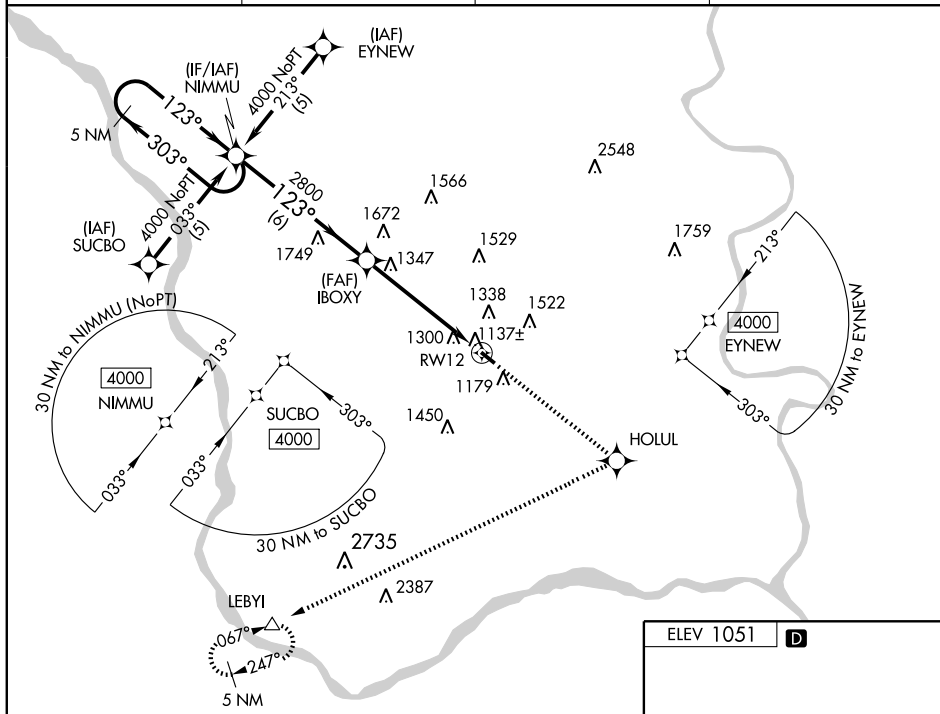
RNAV (GPS) RWY 12

OMAHA/MILLARD (MLE)

- ▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3 118.25	OMAHA APP CON 120.1 354.05	CLNC DEL 125.4	UNICOM 123.0 (CTAF) 0
-------------------------	--------------------------------------	--------------------------	----------------------------------------



CATEGORY	A	B	C	D
LPV DA	1387-1¼	336 (400-1¼)		NA
LNAV/VNAV DA	1668-2	617 (700-1)		NA
LNAV MDA	1660-1	609 (700-1)	1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2	649 (700-2)	1760-2 709 (800-2)	NA

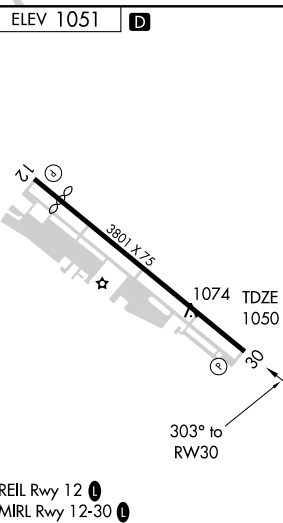
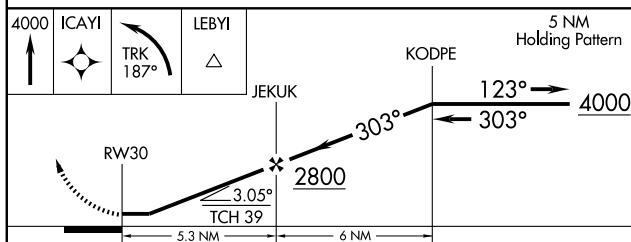
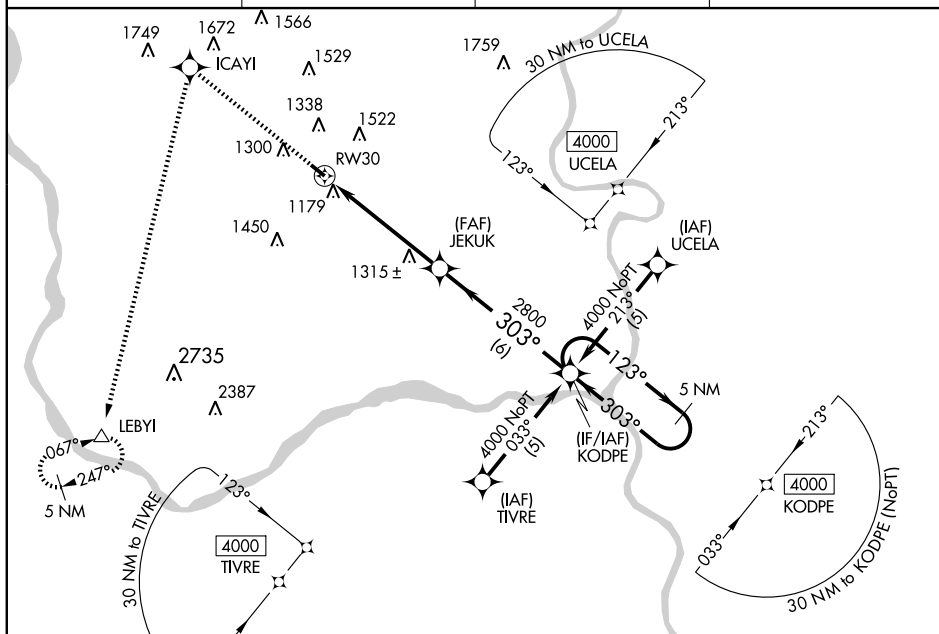
REIL Rwy 12 1
MIRL Rwy 12-30 1

REIL Rwy 12 **0**
MIRL Rwy 12-30 **0**

APP CRS
303°Rwy Idg **3801**
TDZE **1050**
Apt Elev **1051****RNAV (GPS) RWY 30**
OMAHA/MILLARD (MLE)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICAYI and left turn via 187° track to LEBYI and hold.

AWOS-3
118.25OMAHA APP CON
120.1 354.05CLNC DEL
125.4UNICOM
123.0 (CTAF) ①

CATEGORY	A	B	C	D
RNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA

REIL Rwy 12 ①
MIRL Rwy 12-30 ①

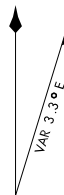
AIRPORT DIAGRAM

AFD-544 [USAF]

OFFUTT AFB (KOFF)

OMAHA, NEBRASKA

ATIS ★
 126.025 273.5
 OFFUTT TOWER
 123.7 279.625
 GND CON
 121.7 289.4



★ 1195

41° 08' N

JUNE 2010
 ANNUAL RATE OF CHANGE
 0.1° W

500 x 300

FIELD
 ELEV
 1048

HOT
CARGO

MN

CONTROL
TOWER

GPN-22

BASE OPS

RAMP LIGHTS
80' AGLFIRE
STATIONALERT
PARKINGBLD
500

Rwy 12 ldg 10,694'
 Rwy 30 ldg 10,612'

Rwy 12-30
 PCN 54 R/C/W/T

41° 07' N

0.7% Up

500 x 300

ELEV
972

W 55° 56'

W 95° 54'

AIRPORT DIAGRAM

OMAHA, NEBRASKA
 OFFUTT AFB (KOFF)

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

OFFUTT AFB (OFF)(KOFF) AF 8 SE UTC-6(-5DT) N41°07.16' W95°54.51'

1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp.

OMAHA

H-5C, L-101, 121

DIAP, AD

RWY 12-30: H11702X300 (CONC) PCN 54 R/C/W/T HIRL

RWY 12: ALSF1. PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 1008'.

RWY 30: ALSF1. PAPI(P4L)—GA 2.80° TCH 56'. Thld dsplcd 1090'.

MILITARY SERVICE: LGT JASU (M32A-86) (AM32A-95) **FUEL J8** **FLUID W SP** PRESAIR LHOX LOX **OIL O-148-156**

SOAP **TRAN ALERT** Opr 1200-0530Z± daily. Tran acft not allowed when tran alert not avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, etc am ops. PPR all acft, etc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150' rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12-30 150' wide, signs and lgt installed for 300' wide. 1000' distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500', overhead 3000' & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271-3207/3240, C402-294-3207/3240, fax DSN 272-4175, C402-232-4175.

COMMUNICATIONS: SFA ATIS 126.025 273.5 PTD 379.4.

Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)

TOWER 123.7 279.625 **GND CON** 121.7 289.4

COMD POST (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272-1996,

C402-232-1996. Full Wx svc avbl H24 DSN 271-3459, C402-294-3459. Transient brief svc avbl via 15

OWS DSN 576-9755, C618-256-9755. **AG** See Global HF Systems listing in FIH.)

AIRSPACE: CLASS C svc continuous etc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE OFF.

(L) **TACAN** Chan 54 OFF (111.7) N41°07.03' W95°54.00' at fld. 1090/5E. No NOTAM maintenance period
Thu 1300-1500Z±. **TACAN** unusable: 300°-330° byd 15 NM blo 4,000' 330°-300° byd 30 NM blo 5,000'.

ILS 109.5 I-OFF **Rwy** 30. No NOTAM maintenance period Mon-Tue 1300-1500Z±.

ILS 111.7 I-ATB **Rwy** 12 Class I. No NOTAM maintenance period Wed-Fri 1300-1500Z±.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

OGALLALA

SEARLE FLD (OGA) 2 W UTC-7(-6DT) N41°07.17' W101°46.18'

3279 B S4 **FUEL** 100LL, JET A+ OX 1 NOTAM FILE OGA

CHEYENNE

H-5B, L-106, 126

IAP

RWY 08-26: H5102X75 (CONC) S-12.5, D-12.5 MIRL 0.3% up W

RWY 08: PAPI (P2L)—GA 3.0° TCH 42'.

RWY 26: PAPI (P2L)—GA 3.0° TCH 49'.

RWY 13-31: H3700X60 (CONC) S-12.5, D-12.5 MIRL

0.9% up NW

RWY 13: VASI(V4L)—GA 3.5° TCH 40'. Pole.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1430-2330Z±. For attendant after hrs call 308-284-4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. **ACTIVATE** MIRL Rwy 13-31 and Rwy 08-26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.275 (308)284-6573.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

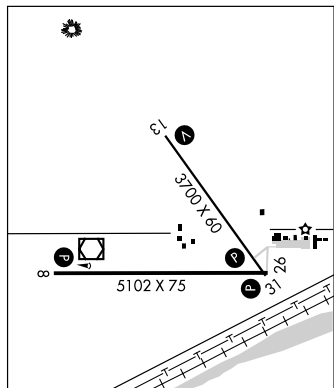
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'

W100°44.83' 265° 46.6 NM to fld. 2964/11E. **HIWAS.**

(T) **VORW/DME** 110.2 SAE Chan 39 N41°07.15'

W101°46.56' at fld. NOTAM FILE OGA.

DME portion unusable 270°-030° byd 15 NM.



HI-ILS or LOC/DME RWY 30

LOC I-OFF
109.5APCH CRS
304°Rwy Idg **10,612**
THRE **972**
Arpt Elev **1048**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

- ▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CDE RVR to 60 and vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Climb to 3000 via
OFF TACAN R-299 to SARPY and hold.

ATIS *

126.025 273.5

OMAHA APP CON
E 124.5 263.0
W 120.1 354.05

OFFUTT TOWER

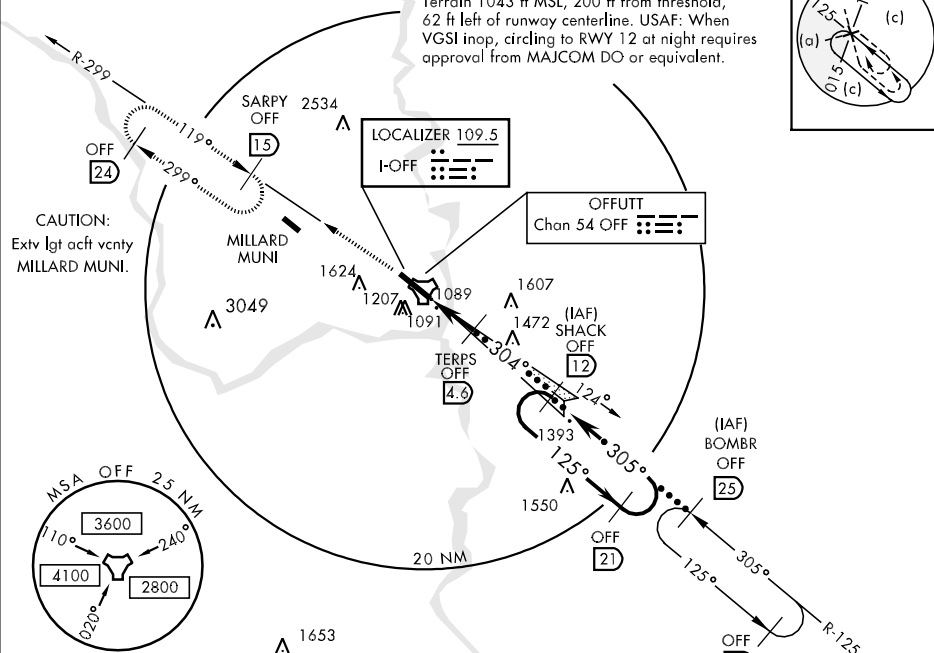
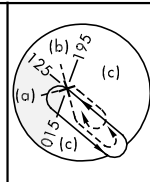
123.7 279.625

GND CON

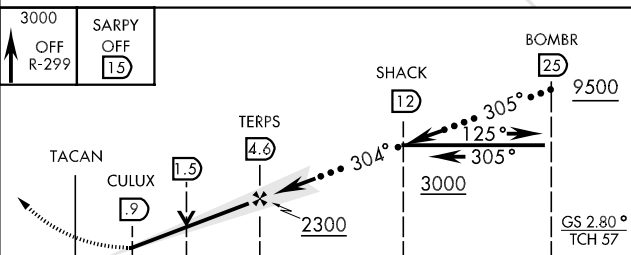
121.7 289.4

*** Circling not authorized N of Rwy 12-30.

CAUTION:
Terrain 1043 ft MSL, 200 ft from threshold,
62 ft left of runway centerline. USAF: When
VGSI inop, circling to RWY 12 at night requires
approval from MAJCOM DO or equivalent.

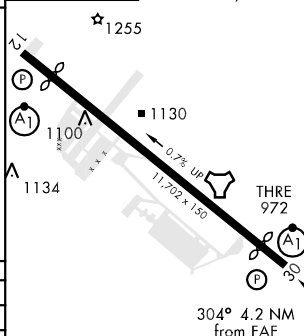


EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 30 *	1172/24	200	(200-1/2)
S-LOC 30 **	1360/35	388	(400-%)
CIRCLING ***	1580-1 1/2 532 (600-1 1/2)	1600-2 552 (600-2)	1940-3 892 (900-3)

ELEV 1048 HIRL Rwy 12-30

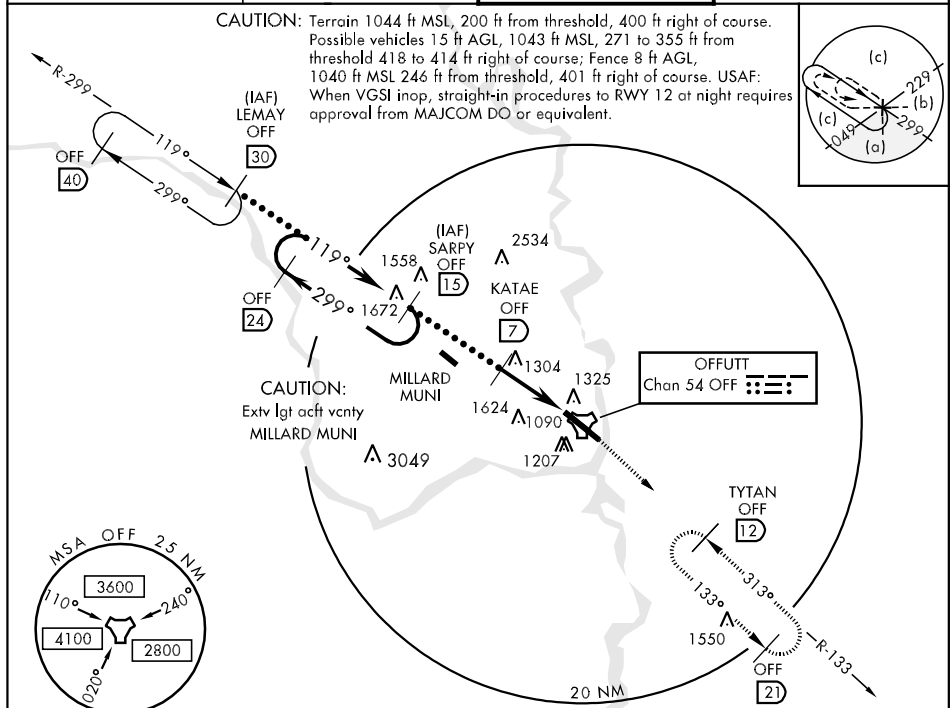


Rwy 12 Idg 10,694'
Rwy 30 Idg 10,612'
Rwy 12/30 ALS nstd

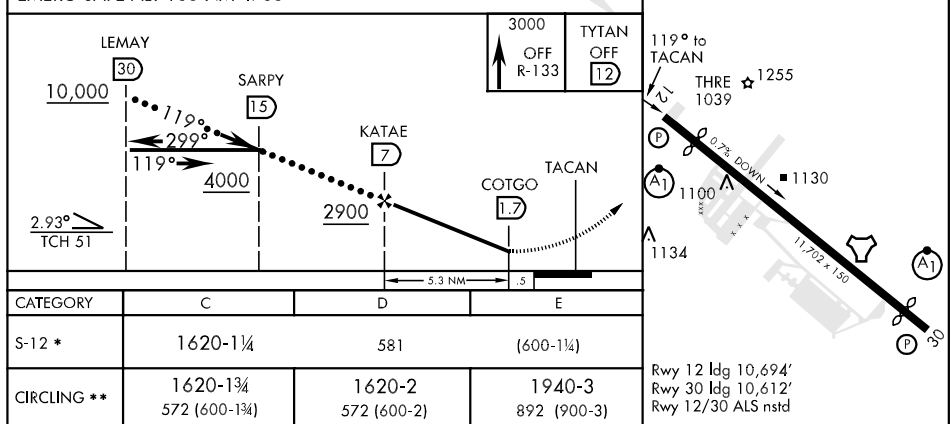
HI-ILS or LOC/DME RWY 30

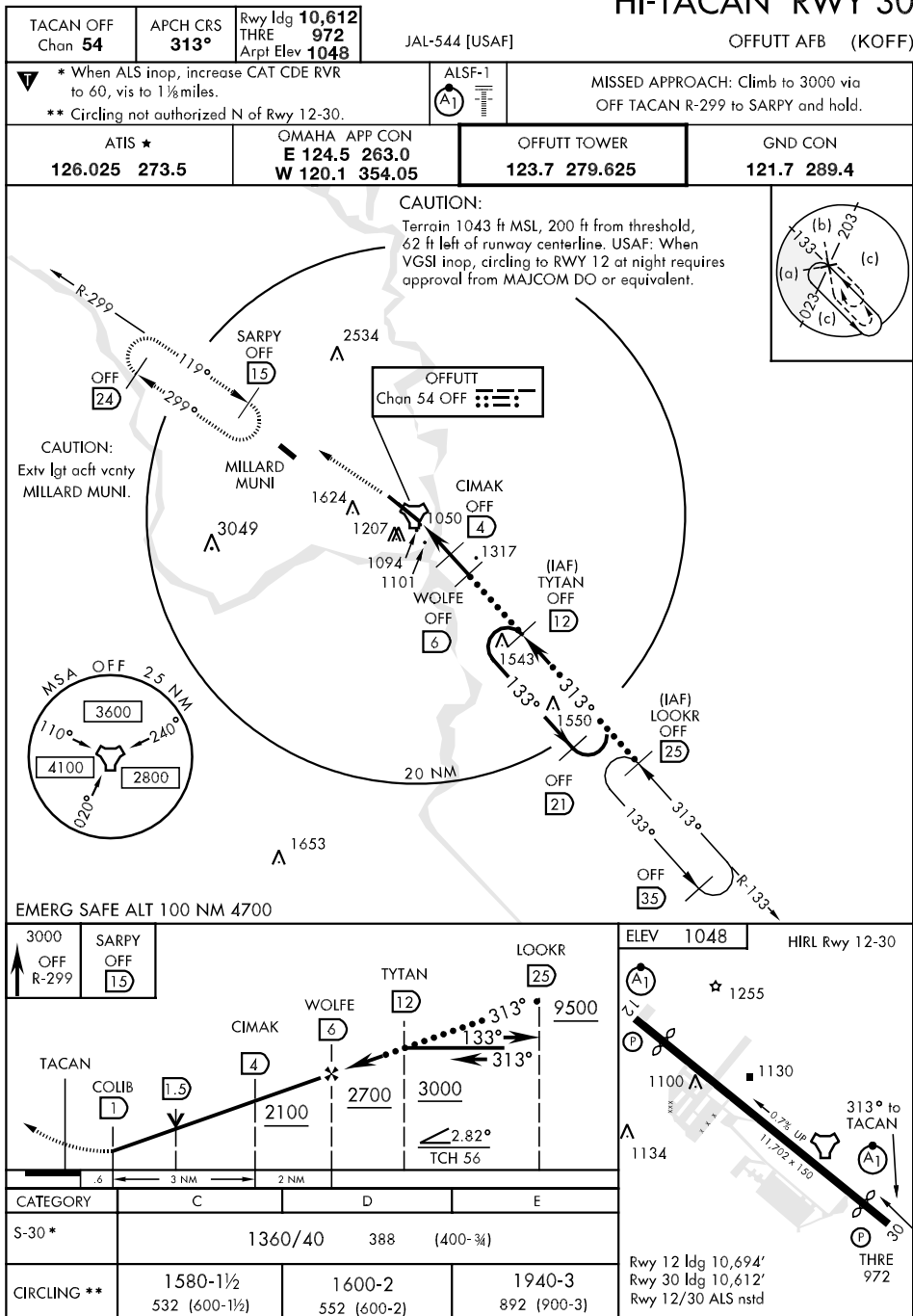
TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,694 THRE 1039 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)
<p>▼ * When ALS inop, increase CAT CDE vis to 1¾ miles. ** Circling not authorized N of Rwy 12-30.</p>			ALSF-1 	MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold
ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4	

CAUTION: Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course.
Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700



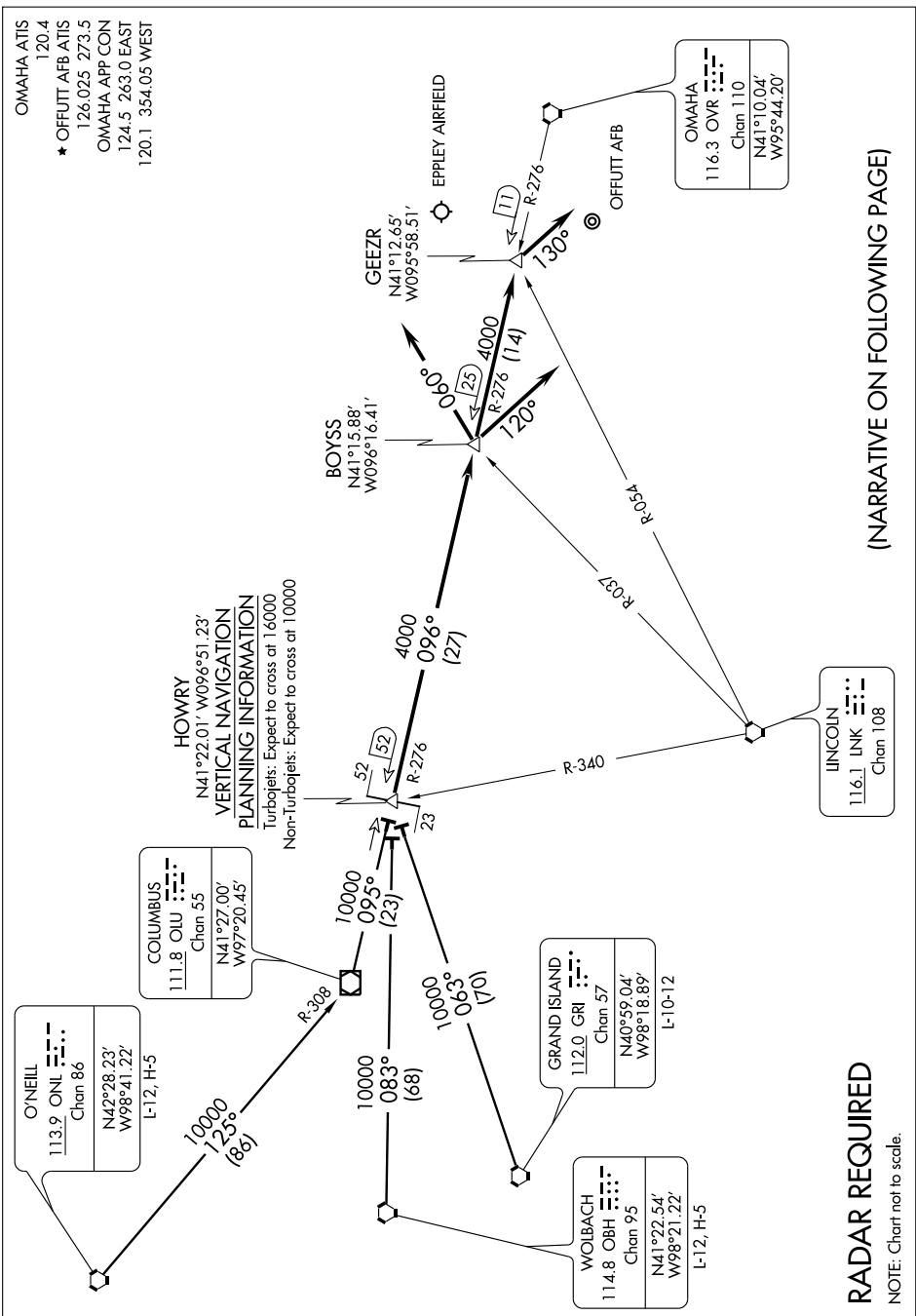


HOWRY ONE ARRIVAL

OMAHA ATIS
120.4
★ OFFUTT AFB ATIS
126.025 273.5
OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

ST-304 (FAA)

OMAHA, NEBRASKA



HOWRY ONE ARRIVAL

(HOWRY.HOWRY1) 07354

OMAHA, NEBRASKA

NC-2, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppeley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

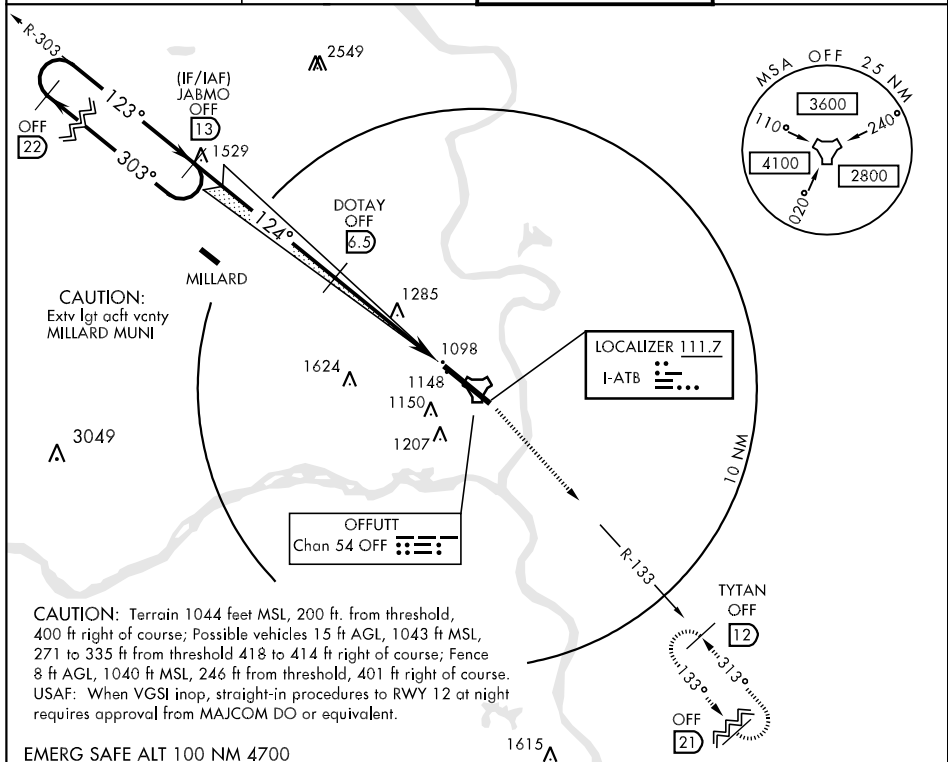
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LOC I-ATB 111.7	APCH CRS 124°	Rwy Idg 10,694' THRE 1039 Arpt Elev 1048
---------------------------	-------------------------	---------------------------------------------------------------------

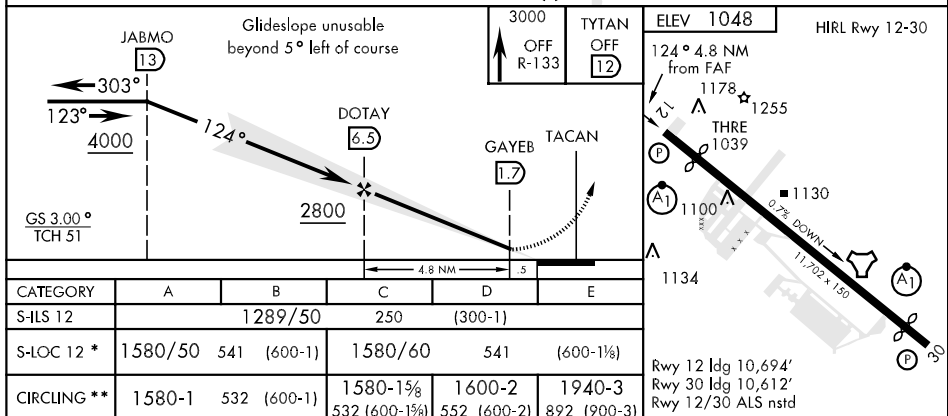
AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles. ** Circling not authorized N of Rwy 12-30.		ALSF-1 	MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.
ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4



EMERG SAFE ALT 100 NM 4700



LOC I-OFF

109.5

APCH CRS

304°

Rwy Idg 10,612

THRE 972

Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

- ▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT CDE increase RVR to 60 and vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 3000 via
 OFF TACAN R-299 to SARPY and hold.

ATIS *

126.025 273.5

OMAHA APP CON

E 124.5 263.0

W 120.1 354.05

OFFUTT TOWER

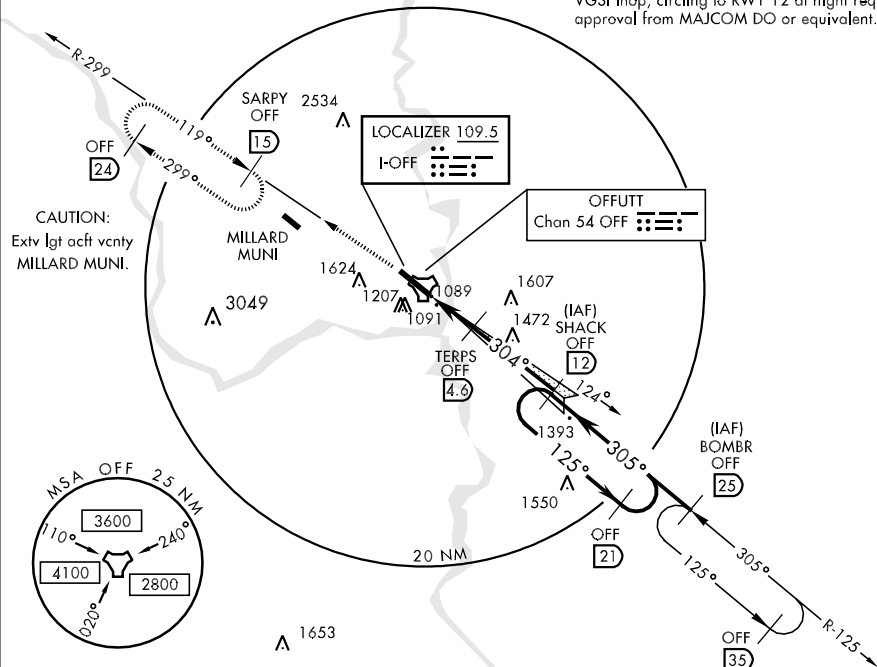
123.7 279.625

GND CON

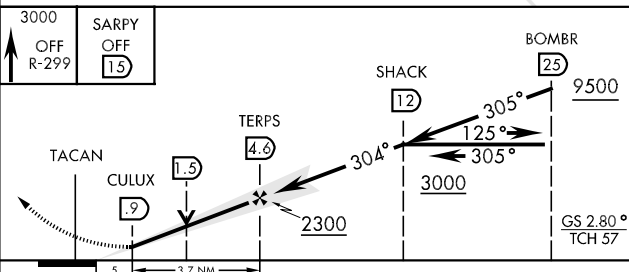
121.7 289.4

*** Circling not authorized N of Rwy 12-30.

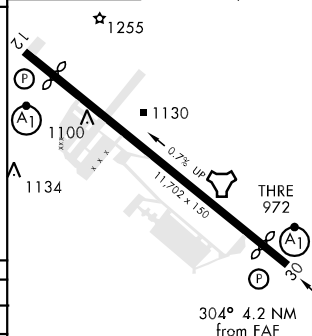
CAUTION: Terrain 1043 ft MSL, 200 ft from threshold,
 62 ft left of runway centerline. USAF: When
 VGSI inop, circling to RWY 12 at night requires
 approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700



ELEV 1048 HIRL Rwy 12-30



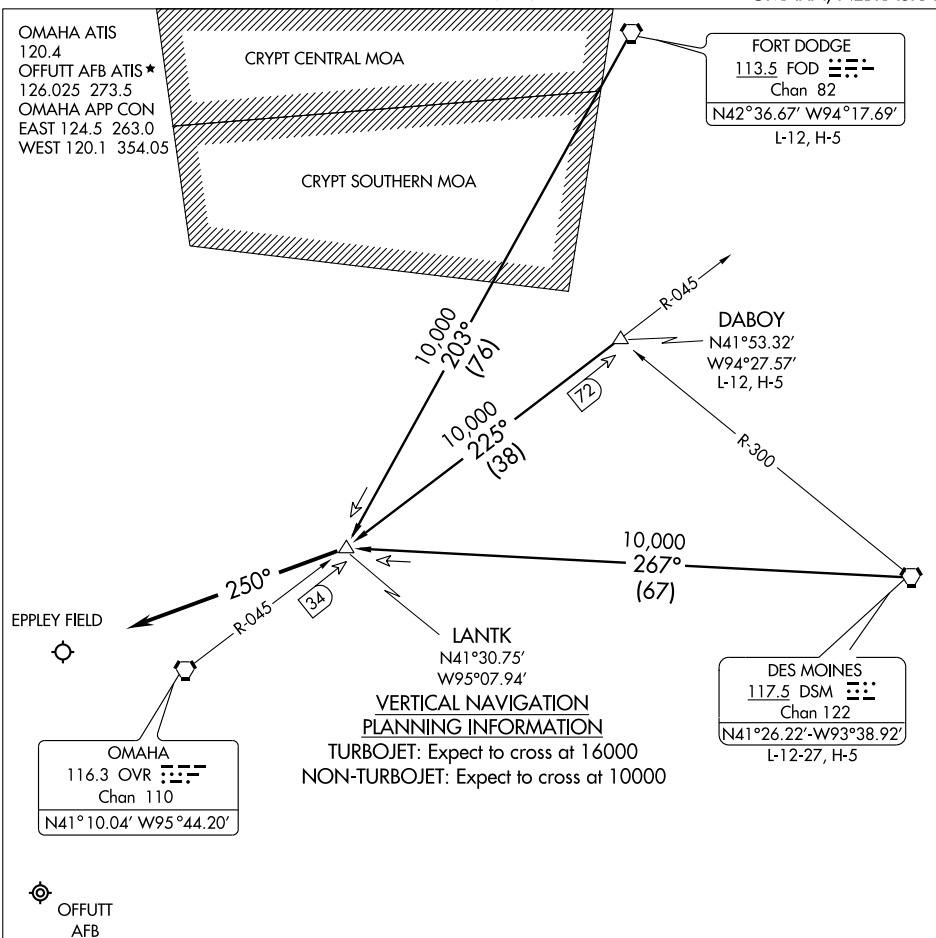
CATEGORY	A	B	C	D	E
S-ILS 30 *	1172/24		200	(200-½)	
S-LOC 30 **	1360/24 388 (400-½)		1360/35 388 (400-¾)		
CIRCLING	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 Idg 10,694'
 Rwy 30 Idg 10,612'
 Rwy 12/30 ALS nstd

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

Note: Chart not to scale.

RADAR REQUIRED

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

LANTK ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY AIRFIELD



OMAHA
116.3 OVR
Chan 110
N41°10.04'
W95°44.20'

OFFUTT AFB

SWAAB
N40°59.54' W095°26.51'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Landing Rwy 14R/14L/18: Expect to cross at 10000
Landing Rwy 32L/32R/36: Expect to cross at 7000

MARWI
N40°46.68' W095°05.07'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 10000

LAMONI
116.7 LMN
Chan 114
N40°35.80' W93°58.06'
L-27, H-5

PAWNEE CITY
112.4 PWE
Chan 71

ST JOSEPH
115.5 STJ
Chan 102
N39°57.63' W94°55.51'
L-10, H-5

NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME then via heading 320°. Thence

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

LANDING OFFUTT AFB:

Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4
 OFFUTT AFB ATIS
 126.025 273.5
 OMAHA APP CON
 124.5 263.0 EAST
 120.1 354.05 WEST

EPPLEY AIRFIELD

MEPWE
 N41°05.16"
 W96°04.63"

OFFUTT AFB

OMAHA
 116.3 OVR
 Chan 110

R-084

R-111

LINCOLN
 116.1 LNK
 Chan 108

MOONR
 N40°54.02°
 W96°06.28°

TIMMO
 N40°39.44°
 W96°08.41°

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect to cross at 16000
 NON-TURBOJET: Expect to cross at 10000

10000
 001°
 (28)

5000
 001°
 (14)

PAWNEE CITY
 112.4 PWE
 Chan 71

N40°12.02' W96°12.38'
 L-10, H-5

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

APCH CRS
124°

Rwy ldg **10,694'**
THRE **1039**
Arpt Elev **1048**

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT AB RVR to 55
and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized N of Rwy 12-30.



MISSED APPROACH: Climb to
3000 direct TYTAN and hold.

ATIS *

126.025 273.5

OMAHA APP CON

E 124.5 263.0

W 120.1 354.05

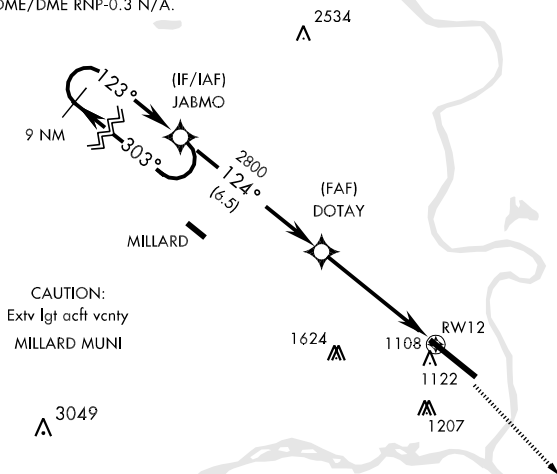
OFFUTT TOWER

123.7 279.625

GND CON

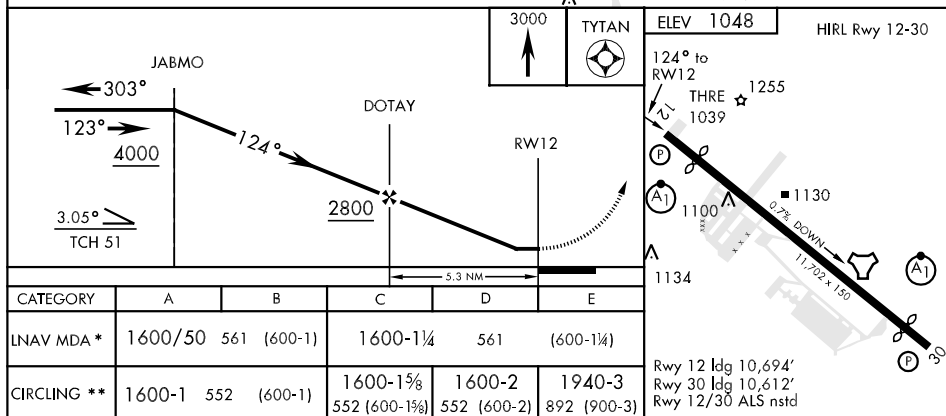
121.7 289.4

DME/DME RNP-0.3 N/A.



CAUTION: Terrain 1044 ft MSL, 200 ft from threshold,
400 ft right of course; Possible Vehicles 15 ft AGL, 1043
ft MSL, 271 to 335 ft from threshold 418 to 414 ft right of
course; Fence 8 ft AGL, 1040 ft MSL, 246 ft from threshold,
401 ft right of course. USAF: When VGSI inop, straight-in
procedures to RWY 12 at night requires approval from
MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4700




SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA


OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
EPPLEY AIRFIELD ATIS
120.4
OFFUTT AFB ATIS ★
126.025 273.5

BECOM
N41°57.81' W096°07.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 11000

SIOUX CITY
116.5 SUX 
Chan 112
N42°20.67' W96°19.42'
L-12

AANDY
N41°49.18'
W096°03.55'

CANJO
N41°38.81'
W095°58.38'

OMAHA
116.3 OVR 
Chan 110

EPPLEY AIRFIELD OFFUTT AFB 

NOTE: DME Required
NOTE: RADAR Required
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.
Thence

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANJO/OVR 31 DME,
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other
runways: fly heading 145° for RADAR vectors to final approach course.

TACAN OFF Chan 54	APCH CRS 119°	Rwy Idg 10,694 THRE 1039 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)
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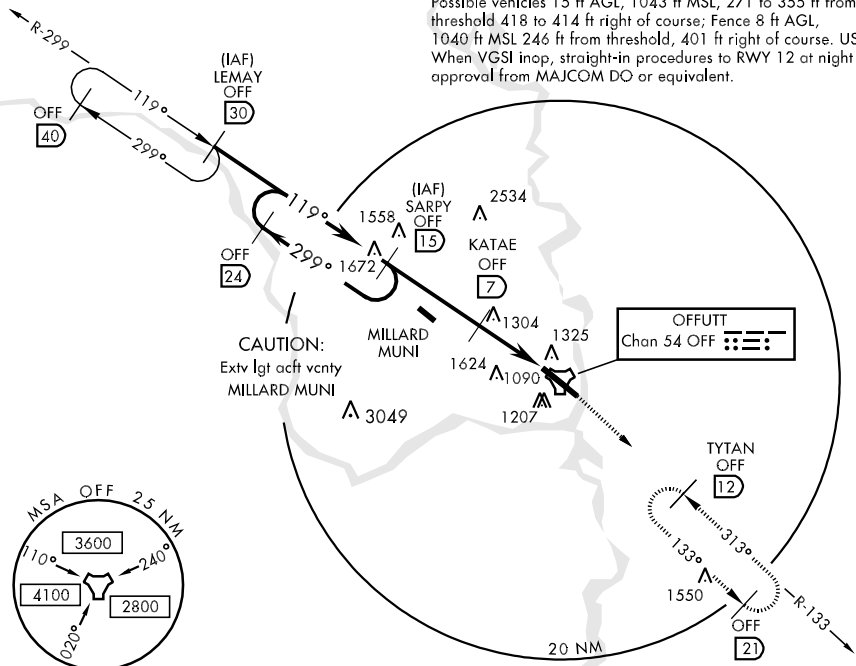
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized N of Rwy 12-30.



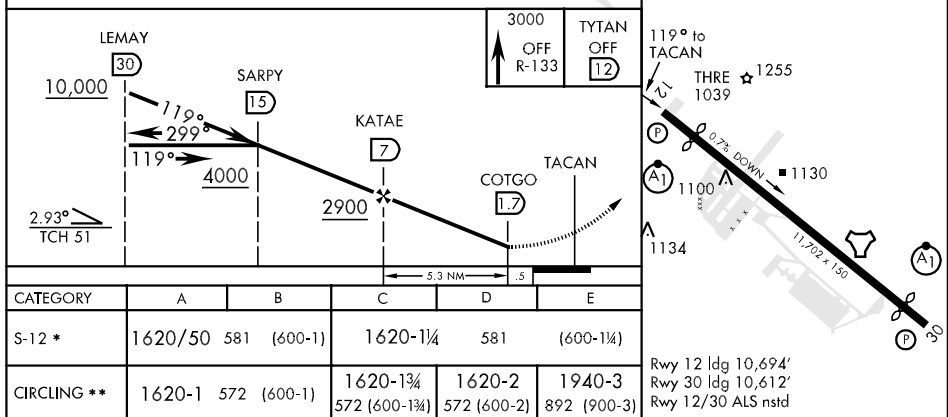
MISSED APPROACH: Climb to 3000 via
OFF TACAN R-133 to TYTAN and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

CAUTION: Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course. Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSi inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700



OMAHA, NEBRASKA

41° 07' N-95° 54' W

OFFUTT AFB (KOFF)

Amdt 1 10266

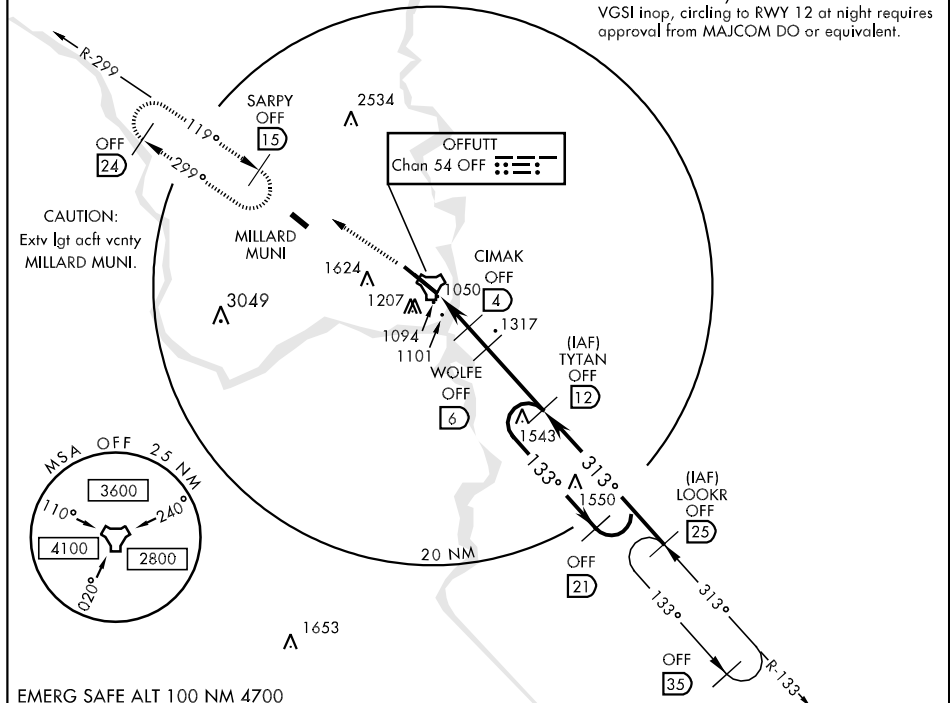
TACAN RWY 12

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

TACAN OFF Chan 54	APCH CRS 313°	Rwy Idg 10,612 THRE 972 Arpt Elev 1048	AL-544 [USAF]	OFFUTT AFB (KOFF)
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized N of Rwy 12-30.			ALS-1 (A1)	MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.
ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4	

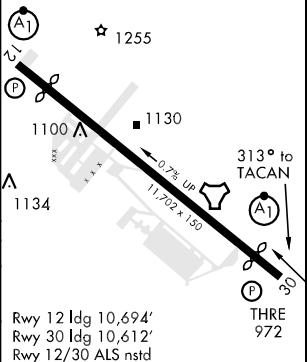
CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700

3000 OFF R-299	SARPY OFF 15		LOOKR 25			ELEV 1048	HIRL Rwy 12-30	
TACAN	COLUB 1	CIMAK 4	WOLFE 6	TYTAN 12	3000	9500		
.6		3 NM		2 NM				
CATEGORY	A		B	C	D	E		
S-30 *	1360/40		388		(400-¾)			
CIRCLING **	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)			

Rwy 12 ldg 10,694'
 Rwy 30 ldg 10,612'
 Rwy 12/30 ALS nstd



OMAHA

EPPLEY AIRFIELD

(OMA) 3 NE UTC-6(-5DT) N41°18.19' W95°53.64'

OMAHA

984 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index C NOTAM FILE OMA
 RWY 14R-32L: H9499X150 (CONC-ASPH-GRVD) S-100, D-184, 2S-175, 2D-346 HIRL CL

H-5C, L-101, 121
 IAP, AD

RWY 14R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 32L: MALSR. PAPI(P4R)—GA 3.0° TCH 52'.

RWY 18-36: H8153X150 (ASPH-CONC-GRVD) S-150, D-175,
 2S-175, 2D-260 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Thld displd 139'.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

RWY 14L-32R: H8500X150 (CONC) S-100, D-209, 2S-175,
 2D-345

HIRL CL

RWY 14L: MALSR.

RWY 32R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 50'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14L: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

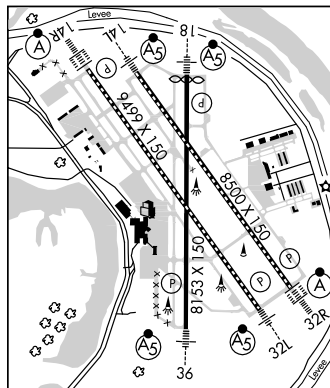
RWY 14R: TORA-9502 TODA-9502 ASDA-9502 LDA-9502

RWY 18: TORA-8153 TODA-8153 ASDA-8153 LDA-8013

RWY 32L: TORA-9502 TODA-9502 ASDA-9502 LDA-9502

RWY 32R: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 36: TORA-8153 TODA-8153 ASDA-8153 LDA-8153



AIRPORT REMARKS: Attended continuously. Birds on and in/ov of arpt.

Rwy 18-36 south 3305 feet asphalt remainder 4848 feet concrete. Noise mitigation procedures prohibit VFR patterns for military turbojet acft between 0500-1200Z. Use caution for mowers adjacent to movement area from Mar thru Oct. Rwy 32R touchdown, midfield and rollout rwy visual range avbl. Rwy 18 touchdown rwy visual range avbl. Rwy 14R touchdown, midpoint and rollout rwy visual range avbl. Group IV and larger acft with a wingspan greater than 158' are prohibited from using Twy 'E' east of Rwy 18-36 due to the location of the Rwy 36 ILS glideslope antenna. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (402) 344-0324. HIWAS 116.3 OVR. LLWAS.

COMMUNICATIONS: D-ATIS 120.4 UNICOM 122.95

OMAHA RCO 122.35 (COLUMBUS RADIO)

OMAHA RCO 122.1R 116.3T (FORT DODGE RADIO)

Ⓡ OMAHA APP/DEP CON 120.1 (West) 124.5 (East)

OMAHA TOWER 132.1 GND CON 121.9 CLNC DEL 119.9

AIRSPACE: CLASS C svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 311° 10.8 NM to fld. 1300/8E.
 HIWAS.

GERFI NDB (MHW/LOM) 320 OM N41°22.01' W95°57.38' 139° 4.8 NM to fld.

FLICK NDB (LOM) 513 PP N41°24.11' W95°53.64' 175° 5.9 NM to fld. Unmonitored.

RIKKY NDB (LOM) 426 EN N41°13.18' W95°49.08' 320° 6.1 NM to fld.

ILS/DME 110.9 I-PPY Chan 46 Rwy 18 Class IB LOM FLICK NDB. LOM and MM Unmonitored.

ILS 110.3 I-OMA Rwy 14R. Class IIIE. LOM GERFI NDB.

ILS 111.9 I-ENF Rwy 32L. LOM RIKKY NDB. LOM and MM unmonitored. LOC unusable byd 25° left of
 centerline.

ILS/DME 111.15 I-EDI Chan 48 Rwy 32R. Class IIIE.

ILS/DME 110.7 I-OGN Chan 44 Rwy 36.

ILS/DME 111.75 I-RAY Chan 54(Y) Rwy 14L. Class IE.


BLUFS ONE DEPARTURE


SL-304 FAA)


OMAHA/ EPPLLEY AIRFIELD (OMA)


OMAHA, NEBRASKA


ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
124.5 263.0


SIoux FALLS
115.0 FSD 
Chan 97
N43°38.97' W96°46.87'
L-12, H-2


GOPHER
117.3 GEP 
Chan 120
N45°08.74' W93°22.39'
L-12-14, H-2


YANKTON
111.4 YKN 
Chan 51
N42°55.10' W97°23.10'
L-12


FORT DODGE
113.5 FOD 
Chan 82
N42°36.67' W94°17.69'
L-12, H-5

SIoux CITY
116.5 SUX 
Chan 112
N42°20.67' W96°19.42'
L-12

IOWA CITY
116.2 IOW 
Chan 109
N41°31.14 W91°36.80
L-28, H-5


DES MOINES
117.5 DSM 
Chan 122
N41°26.25' W93°38.91'
L-12-27, H-5

ST JOSEPH
115.5 STJ 
Chan 102
N39°57.63' W94°55.51'
L-10, H-5

LAMONI
116.7 LMN 
Chan 114
N40°35.80' W93°58.06'
L-27 H-5

NOTE: Rwy 14L: 400-2 or std. with a min.
climb of 210' per NM to 1500'.
Rwy 18: 300-1.

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

KANSAS CITY
113.25 MCI 
Chan 79 (Y)
N39°17.12' W94°44.22'
L-10, H-5

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
120.1 354.05

O'NEILL
113.9 ONL
Chan 86
N42°28.23' W98°41.22'
L-12, H-5

NORFOLK
109.6 OFK
Chan 33
N41°59.28' W97°26.07'
L-12

NORTH PLATTE
117.4 LBF
Chan 121
N41°02.92' W100°44.83'
L-10-12, H-5

WOLBACH
114.8 OBH
Chan 95
N41°22.54' W98°21.22'
L-12, H-5

LINCOLN
116.1 LNK
Chan 108
N40°55.43' W96°44.52'
L-10, H-5

PAWNEE CITY
112.4 PWE
Chan 71
N40°12.02' W96°12.38'
L-10, H-5

WICHITA
113.8 ICT
Chan 85
N37°44.71' W97°35.03'
L-10-15, H-5

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

NOTE: Rwy 14L: 400-2 or std. with a min.
climb of 210' per NM to 1500'.
Rwy 18: 300-1.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

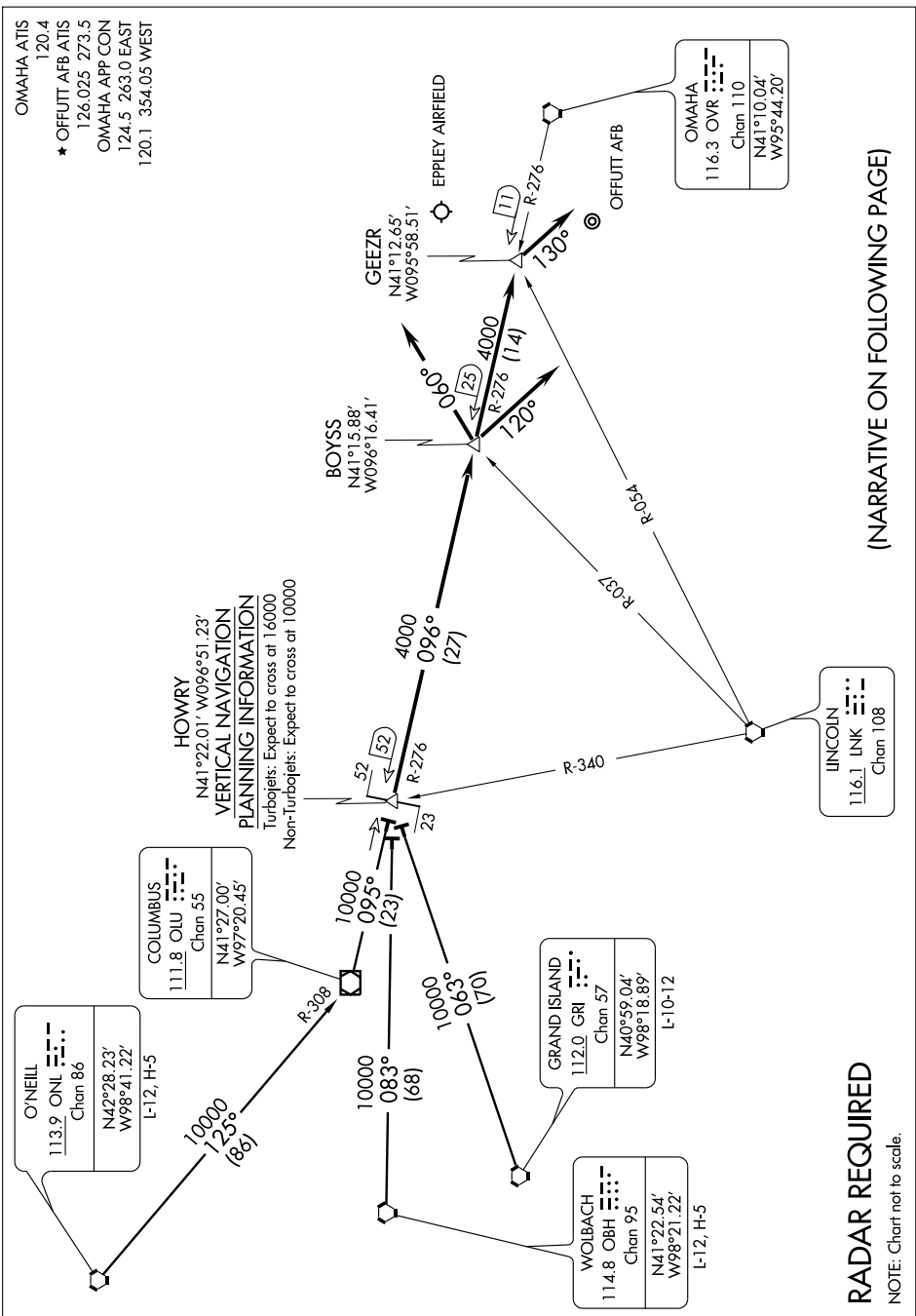
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

HOWRY ONE ARRIVAL

OMAHA ATIS
120.4
★ OFFUTT AFB ATIS
126.025 273.5
OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

ST-304 (FAA)

OMAHA, NEBRASKA



HOWRY ONE ARRIVAL

OMAHA, NEBRASKA

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppeley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LOC/DME I-PPY 110.9 Chan 46	APP CRS 175°	Rwy Idg TDZE Apt Elev	8013 981 984
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ILS or LOC/DME RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

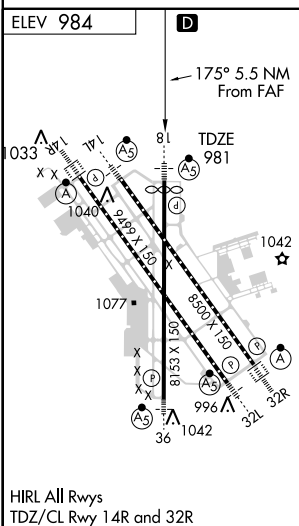
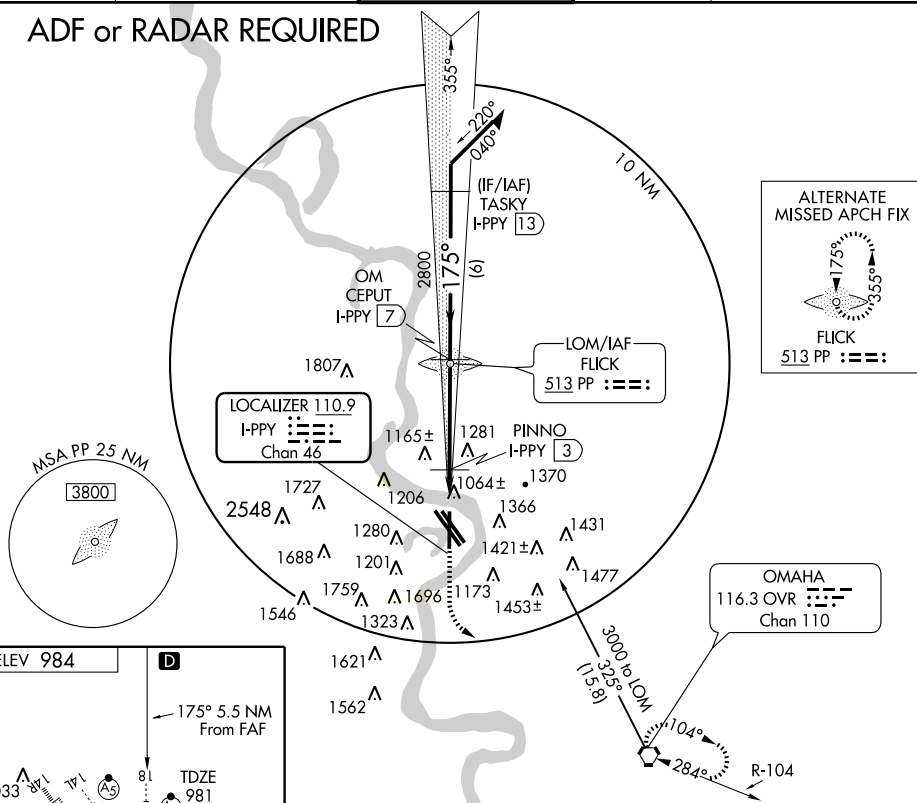
▲ For inoperative MALSR, increase S-LOC 18 Cat D visibility to RVR 5000.
****** S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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ADF or RADAR REQUIRED



HIRL All Rwys

Amdt 8A 10042

OMAHA /EPPLEY AIRFIELD (OMA)

41° 18' N-95° 54' W

ILS or LOC/DME RWY 18

Remain within 10 NM				
GS 3.00° TCH 51	3000	3000	2800	*1500
	6 NM	4 NM	0.6	0.9 NM
CATEGORY	A	B	C	D
S-ILS 18 **	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

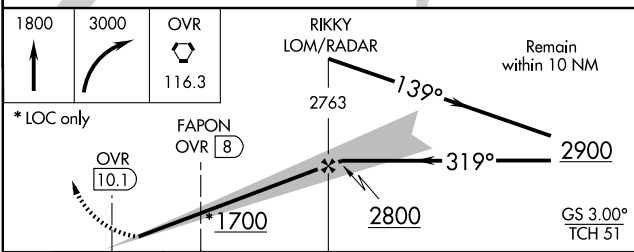
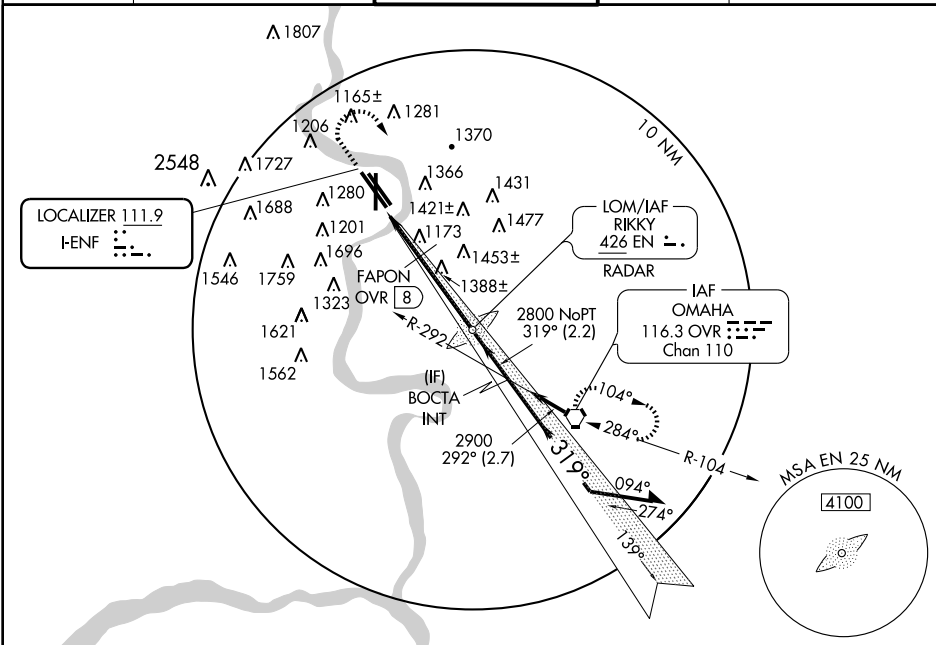
LOC I-ENF 111.9	APP CRS 319°	Rwy Idg 9499 TDZE 980 Apt Elev 984
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ILS or LOC RWY 32L

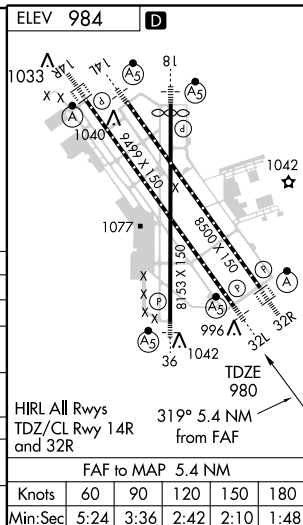
OMAHA/EPPLEY AIRFIELD (OMA)

V A	**RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.
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ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)	1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)	
CIRCLING	1700-1 716 (800-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)	
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)



OMAHA, NEBRASKA

Amdt 1A 10042

41° 18' N-95° 54' W

OMAHA /EPPLEY AIRFIELD (OMA)

ILS or LOC RWY 32L

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-EDI
111.15
Chan **48** (Y)

APP CRS
319°

Rwy Idg
TDZE
Apt Elev

8500
984
984

ILS or LOC RWY 32R

OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

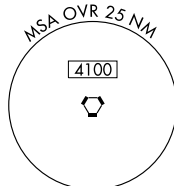
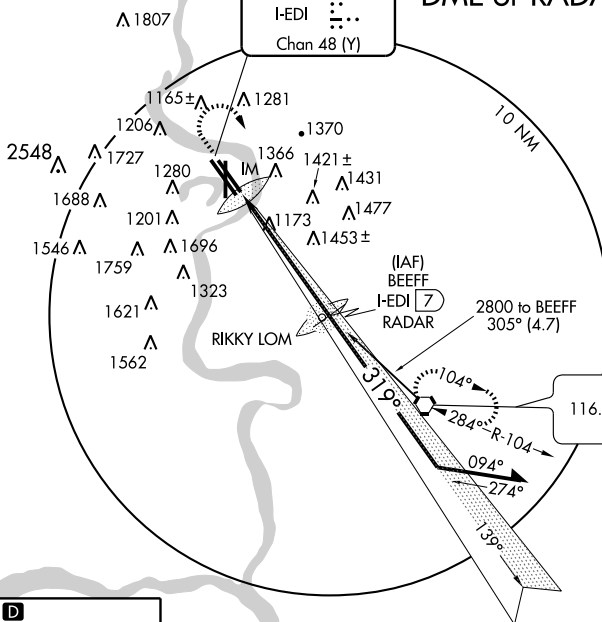
OMAHA TOWER
132.1 256.9

GND CON
121.9

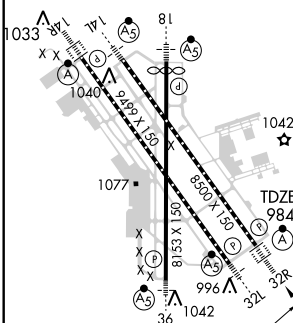
CLNC DEL
119.9

LOCALIZER **111.150**
I-EDI
Chan **48** (Y)

DME or RADAR REQUIRED



ELEV **984**

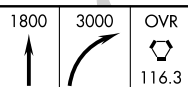


FAF to MAP 5.5 NM

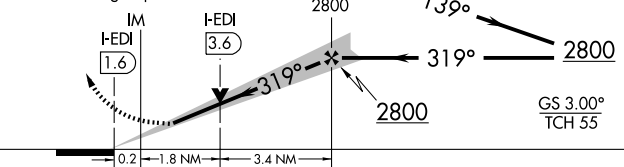
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

OMAHA, NEBRASKA

Orig-B 10042



VGSi and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)	1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)	1680-2 696 (700-2)
CIRCLING	1680-1 696 (700-1)	1680-2 696 (700-2)	1680-2½ 696 (700-2½)	1680-3 696 (700-3)

OMAHA/EPPLEY AIRFIELD (OMA)

ILS or LOC RWY 32R

41° 18' N-95° 54' W

LOC I-OMA 110.3	APP CRS 139°	Rwy Idg 9499 TDZE 984 Apt Elev 984
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ILS RWY 14R (CAT II)

OMAHA/EPPLEY AIRFIELD (OMA)



ALSF-2



MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

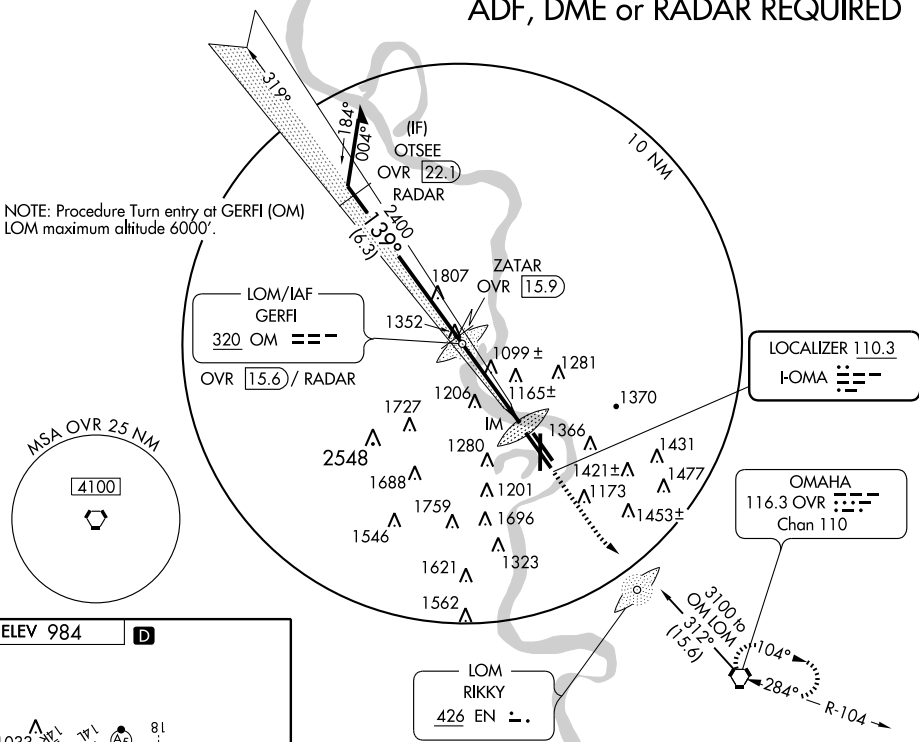
OMAHA TOWER
132.1 256.9

GND CON
121.9

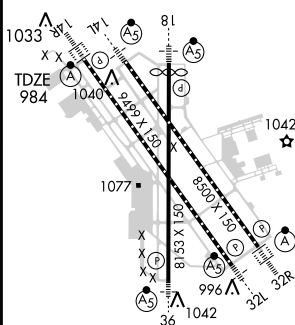
CLNC DEL
119.9

ADF, DME or RADAR REQUIRED

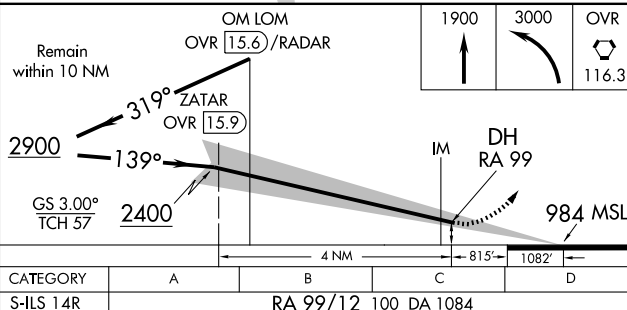
NOTE: Procedure Turn entry of GERFI (OM)
LOM maximum altitude 6000'.



ELEV 984



HIRL All Rwy's
TDZ/CL Rwy 14R
and 32R



CATEGORY	A	B	C	D
S-ILS 14R	RA 99/12 100 DA 1084			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-OMA <u>110.3</u>	APP CRS 139°	Rwy Idg 9499 TDZE 984 Apt Elev 984
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ILS RWY 14R (CAT III)
OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120 1 354 05 WEST

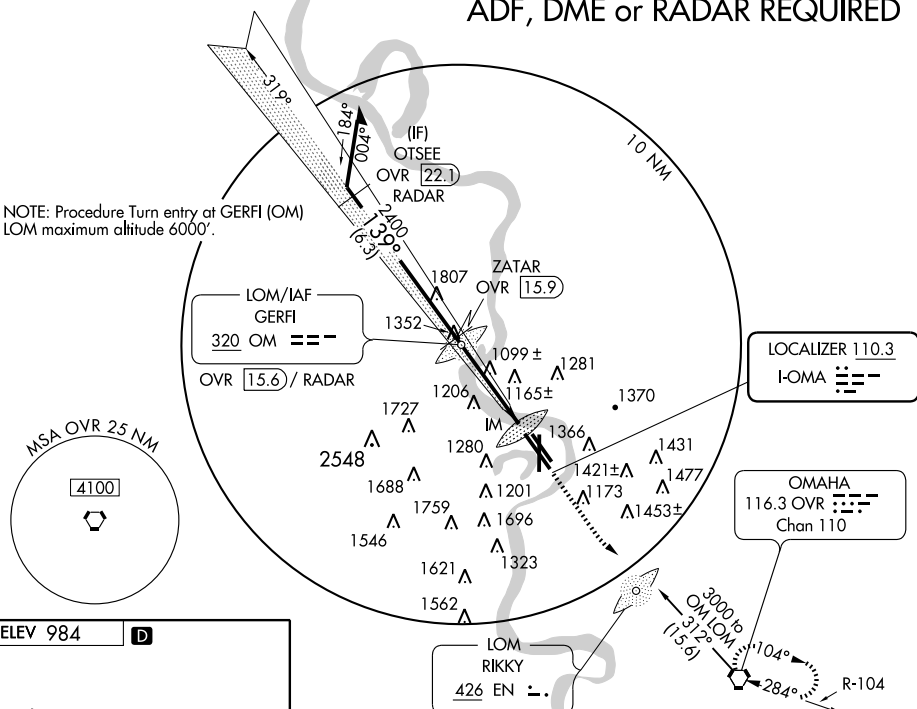
OMAHA TOWER
132 1 256 9

GND CON
121.9

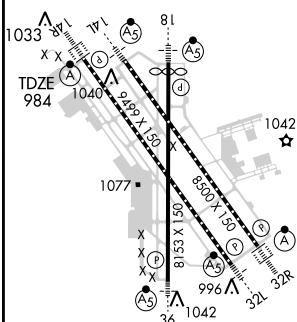
CLNC DEL
119.9

ADF, DME or RADAR REQUIRED

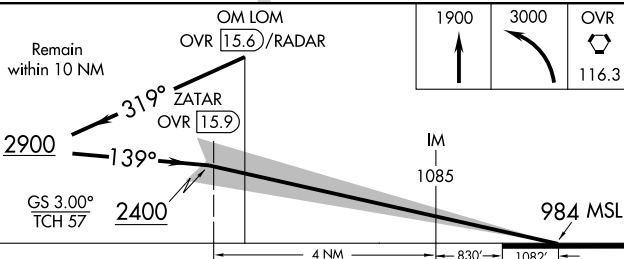
NOTE: Procedure Turn entry at GERFI (OM)
LOM maximum altitude 6000'.



ELEV 984



HIRL All Rwy
TDZ/CL Rwy 14R
and 32R



CATEGORY	A	B	C	D
S-ILS 14R		CAT IIIa	RVR 07	
S-ILS 14R		CAT IIIb	RVR 06	
S-ILS 14R		CAT IIIc	NA	

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

OMAHA, NEBRASKA
Amdt 4A 10042

41°18'N - 95°54'W

OMAHA/EPPLEY AIRFIELD (OMA)

ILS RWY 14R (CAT III)

LOC/DME I-EDI 111.15 Chan 48 (Y)	APP CRS 319°	Rwy Idg TDZE Apt Elev	8500 984 984
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ILS RWY 32R (CAT II)
OMAHA/ EPPLEY AIRFIELD (OMA)



ALSF-2



MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

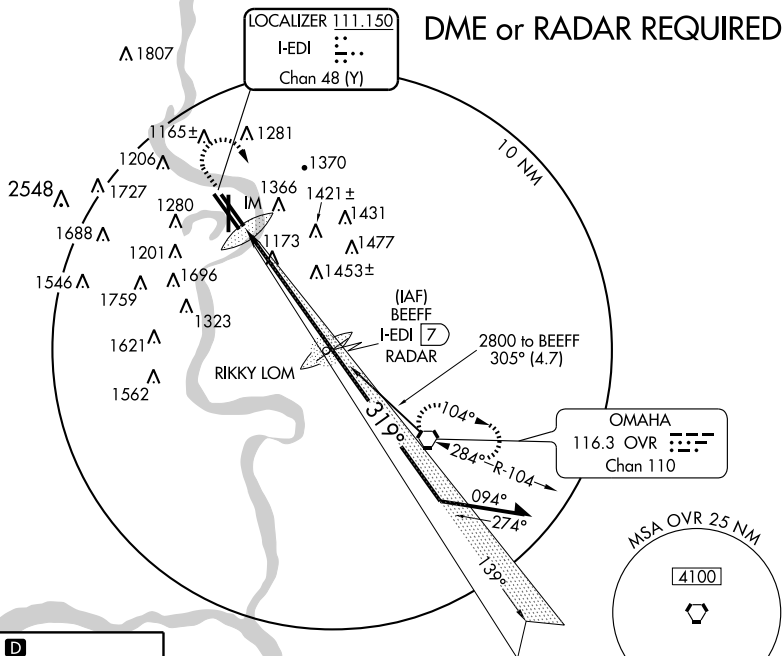
ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

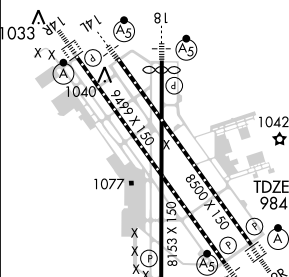
OMAHA TOWER
132.1 256.9

GND CON
121.9

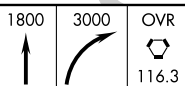
CLNC DEL
119.9



ELEV 984 **D**

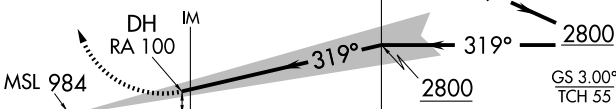


HIRL All Rwys
TDZ/CL Rwy 14R and 32R



BEEFF
I-EDI 7
RADAR

Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 32R	RA 100/12 100 DA 1084			

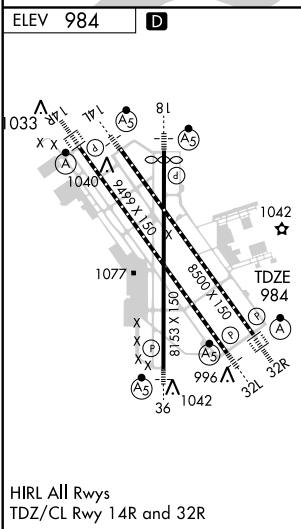
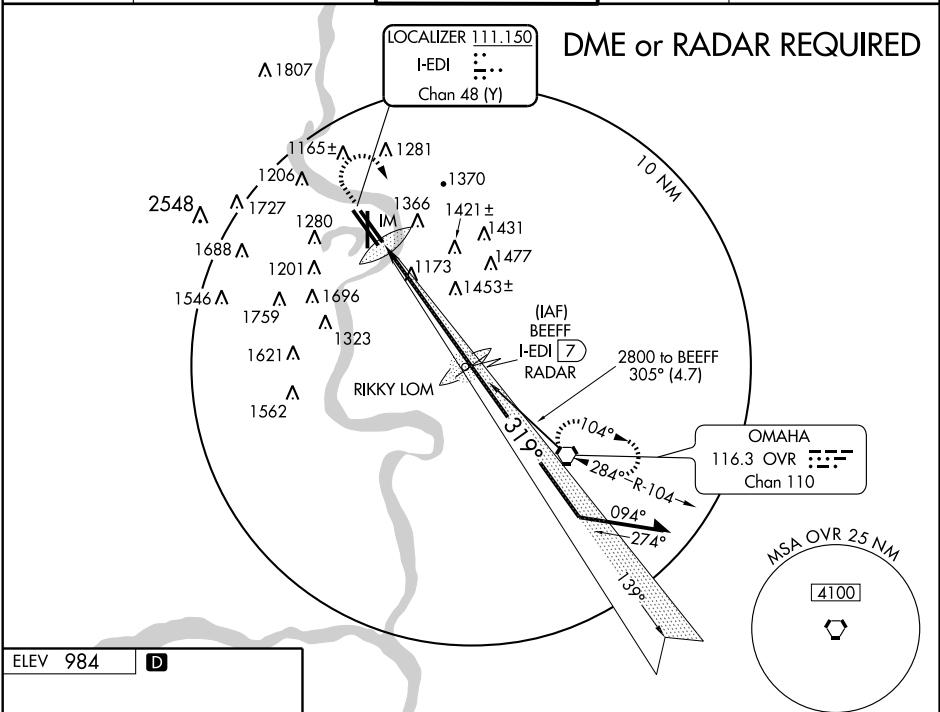
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-EDI 111.15 Chan 48 (Y)	APP CRS 319°	Rwy Idg TDZE Apt Elev	8500 984
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ILS RWY 32R (CAT III) OMAHA/ EPPLEY AIRFIELD (OMA)

<p>V A</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.</p>
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<p>ATIS 120.4</p>	<p>OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST</p>	<p>OMAHA TOWER 132.1 256.9</p>	<p>GND CON 121.9</p>	<p>CLNC DEL 119.9</p>
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<p>1800 ↑</p>	<p>3000 ↗</p>	<p>OVR 116.3</p>	<p>BEEFF I-EDI 7 RADAR</p>	<p>Remain within 10 NM</p>
<p>MSL 984</p>	<p>IM 1085</p>	<p>2800</p>	<p>2800</p>	<p>GS 3.00° TCH 55</p>
<p>1050'</p>	<p>925'</p>	<p>5.3 NM</p>	<p>139°</p>	<p>319°</p>
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>
<p>S-ILS 32R</p>	<p>CAT IIIa</p>	<p>RVR 07</p>	<p></p>	<p></p>
<p>S-ILS 32R</p>	<p>CAT IIIb</p>	<p>RVR 06</p>	<p></p>	<p></p>
<p>S-ILS 32R</p>	<p>CAT IIIc</p>	<p>NA</p>	<p></p>	<p></p>
<p>CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</p>				

LOC/DME I-OGN 110.7 Chan 44	APP CRS 355°	Rwy Idg TDZE 8153 Apt Elev 979 984
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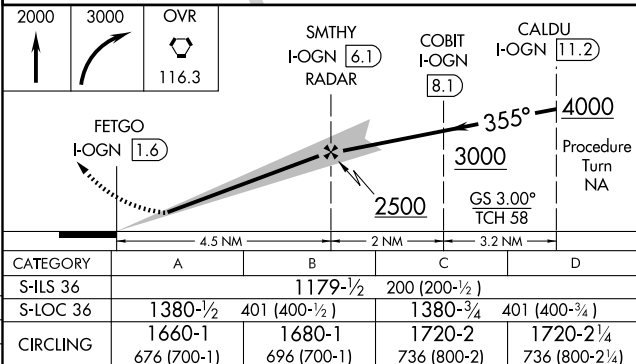
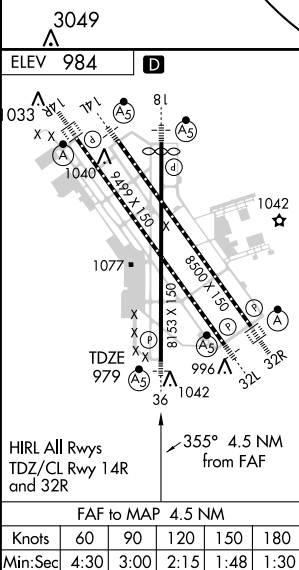
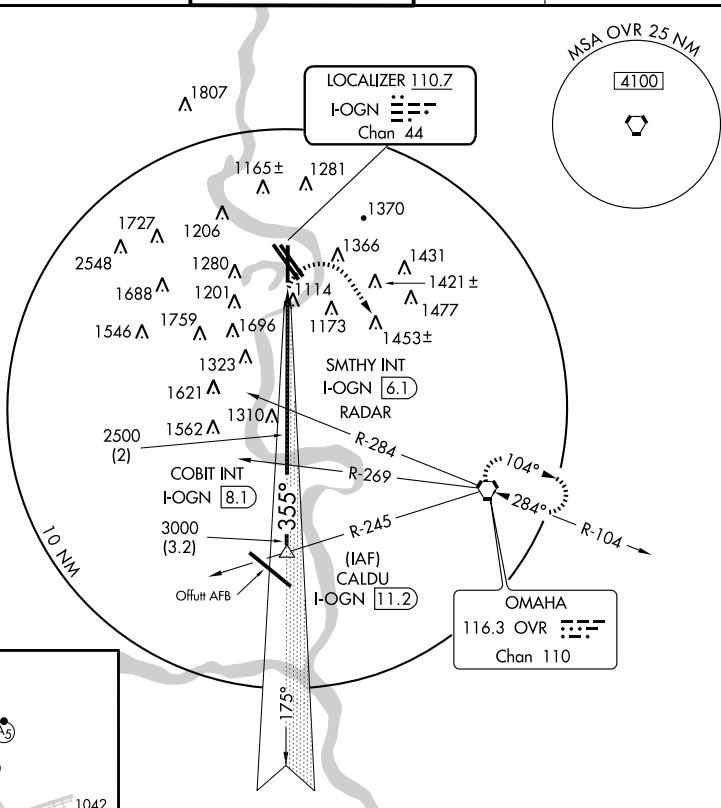
ILS RWY 36

OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

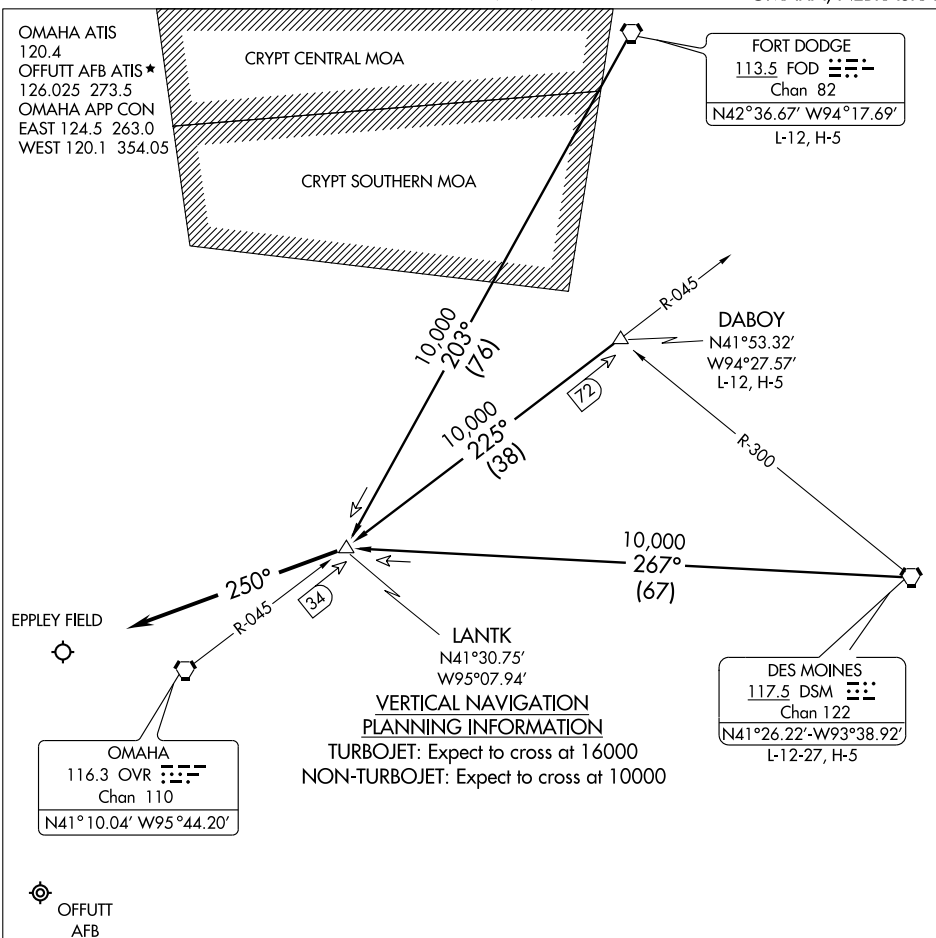
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . .

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

LANTK ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY AIRFIELD



OMAHA
116.3 OVR
Chan 110
N41°10.04'
W95°44.20'

OFFUTT AFB

SWAAB
N40°59.54' W095°26.51'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Landing Rwy 14R/14L/18: Expect to cross at 10000
Landing Rwy 32L/32R/36: Expect to cross at 7000

MARWI
N40°46.68' W095°05.07'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 10000

LAMONI
116.7 LMN
Chan 114
N40°35.80' W93°58.06'
L-27, H-5

PAWNEE CITY
112.4 PWE
Chan 71

ST JOSEPH
115.5 STJ
Chan 102
N39°57.63' W94°55.51'
L-10, H-5

NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME then via heading 320°. Thence

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

LANDING OFFUTT AFB:

Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4
 OFFUTT AFB ATIS
 126.025 273.5
 OMAHA APP CON
 124.5 263.0 EAST
 120.1 354.05 WEST

EPPLEY AIRFIELD

MEPWE
 N41°05.16"
 W96°04.63"

OFFUTT AFB

OMAHA
 116.3 OVR
 Chan 110

R-084

R-111

LINCOLN
 116.1 LNK
 Chan 108

MOONR
 N40°54.02°
 W96°06.28°

TIMMO
 N40°39.44°
 W96°08.41°

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect to cross at 16000
 NON-TURBOJET: Expect to cross at 10000

10000
 001°
 (28)

5000
 001°
 (14)

PAWNEE CITY
 112.4 PWE
 Chan 71

N40°12.02' W96°12.38'
 L-10, H-5

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS Ch 56699 W14B	APP CRS 139°	Rwy Idg 8500 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 14L

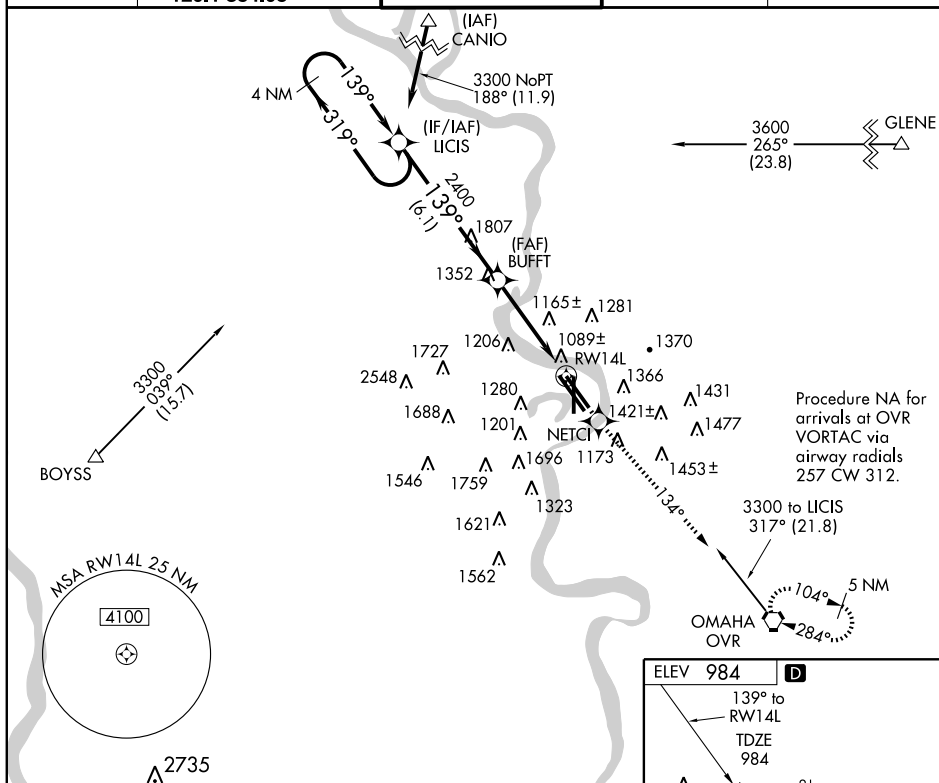
OMAHA/EPPLEY FIELD (OMA)

▼ For inoperative MALSR, increase LPV visibility all Cnts to RVR 5000.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

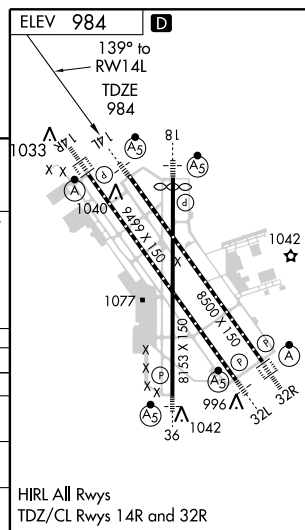


MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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4 NM Holding Pattern		LICIS	3000	NETCI	TRK 134°	OVR
3300 ← 319°		139° →	139°	2400	* 1.5 NM to RWY 14L	
GS 3.00° TCH 54		6.1 NM	2.7 NM	1.5	* LNAV only	
CATEGORY	A	B	C	D		
LPV DA	1273-24		289 (300-1½)			
LNAV/VNAV DA	1521-60		537 (600-1¼)			
LNAV MDA	1520-24	536 (600-½)	1520-50	536 (600-1)	1520-60	536 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)		



OMAHA, NEBRASKA

Amdt 1 10042

41° 18' N-95° 54' W

OMAHA/EPPLEY FIELD (OMA)

RNAV (GPS) RWY 14L

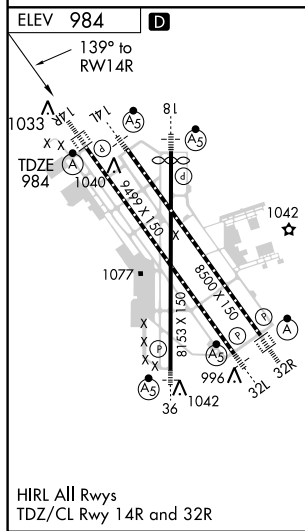
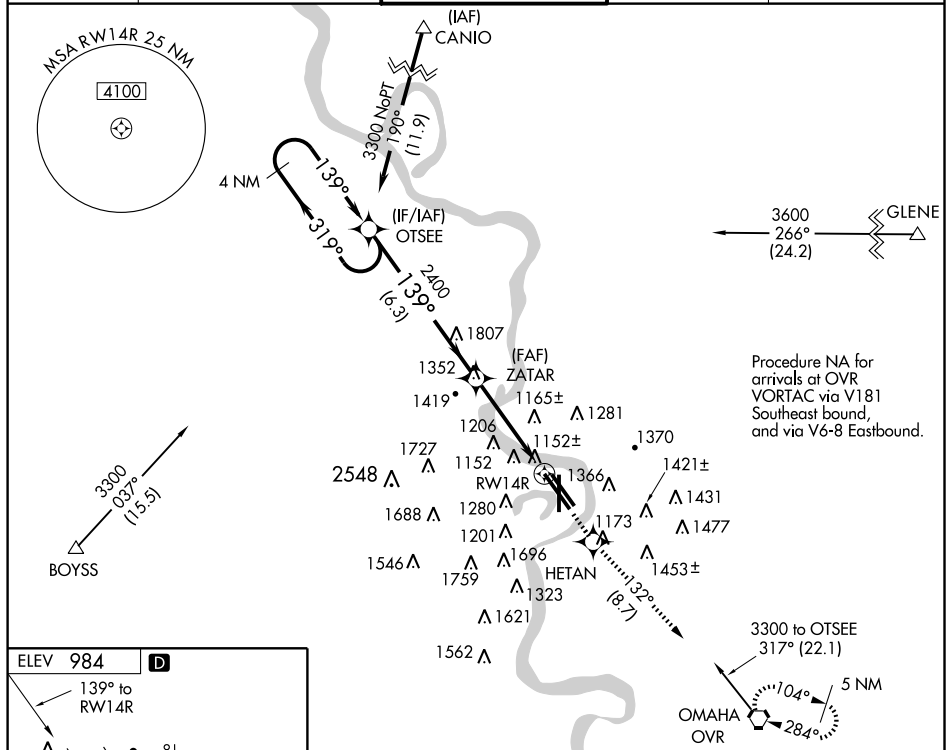
WAAS Ch 56217 W14A	APP CRS 139°	Rwy Idg TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 14R

OMAHA/ EPPLEY AIRFIELD (OMA)

<p>⚠ Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.</p>	<p>ALS2 A</p>	<p>MISSED APPROACH: Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.</p>
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<p>ATIS 120.4</p>	<p>OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST</p>	<p>OMAHA TOWER 132.1 256.9</p>	<p>GND CON 121.9</p>	<p>CLNC DEL 119.9</p>
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3000	HETAN	132° TRK	OVR	4 NM Holding Pattern
↑	⬠	↑	⬠	OTSEE
* 1.5 NM to RW14R	ZATAR	139°	319°	3300
* LNAV only	RW14R	2400	139°	GS 3.00° TCH 57
1.5	2.7 NM	6.3 NM		
CATEGORY	A	B	C	D
LPV DA	1273/24 289 (300-½)			
LNAV/VNAV DA	1471/60 487 (500-1¼)			
LNAV MDA	1500/24 516 (600-½)	1500/50 516 (600-1)	1500/60 516 (600-1¼)	
CIRCLING	1660-1¾ 676 (700-1¼)	1680-1¾ 696 (700-1¼)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

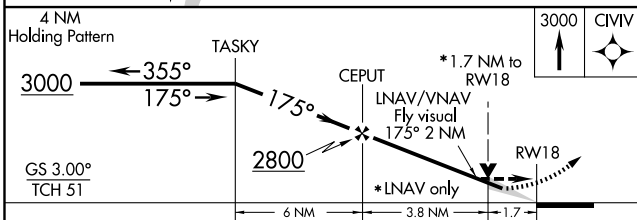
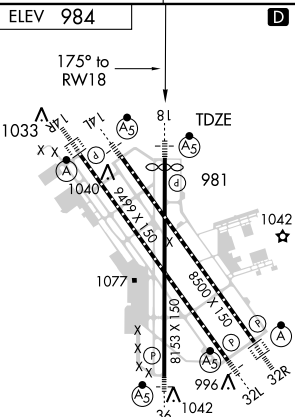
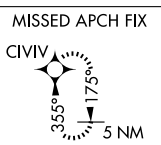
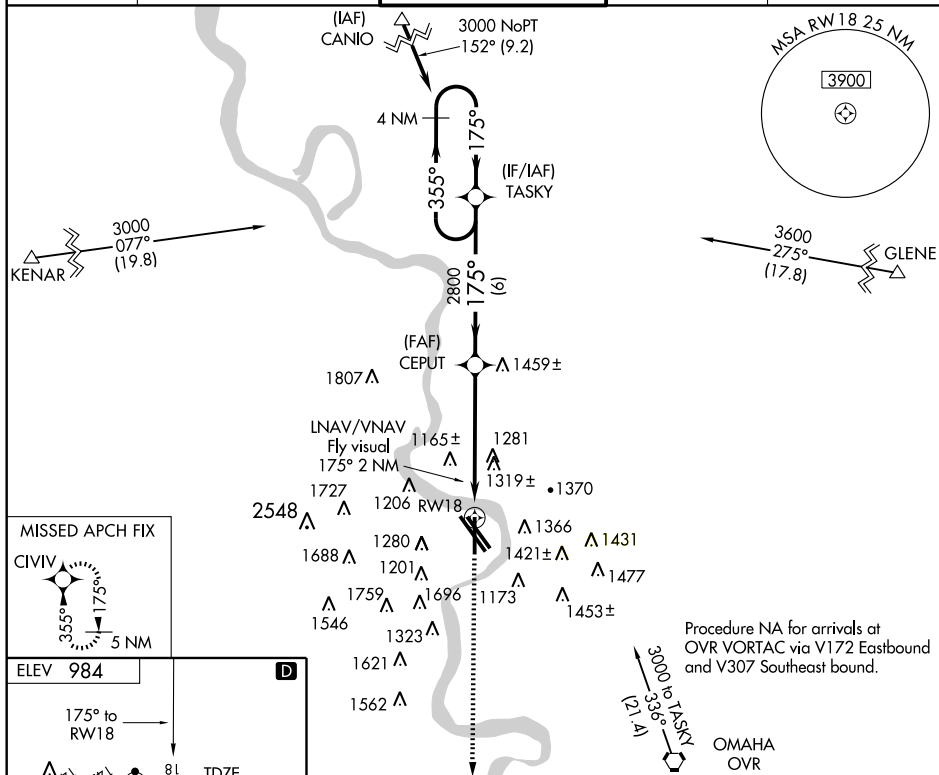
WAAS Ch 65617 W18A	APP CRS 175°	Rwy Idg 8013 TDZE 981 Apt Elev 984
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RNAV (GPS) RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

	<p>For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct CIVV and hold.</p>
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ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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CATEGORY	A	B	C	D
LPV DA	1261-24 280 (300-½)			
LNAV/DA	1681-2 700 (700-2)			1681-2 ¼ 700 (700-2 ¼)
LNAV MDA	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1 ¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2 ¼ 736 (800-2 ¼)

OMAHA, NEBRASKA

Amdt 2 10042

OMAHA/EPPLEY AIRFIELD (OMA)

RNAV (GPS) RWY 18

41° 18' N-95° 54' W

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS Ch 60917 W32A	APP CRS 319°	Rwy Idg 9499 TDZE 980 Apt Elev 984
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RNAV (GPS) RWY 32L

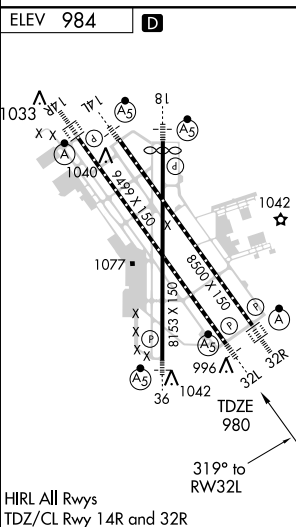
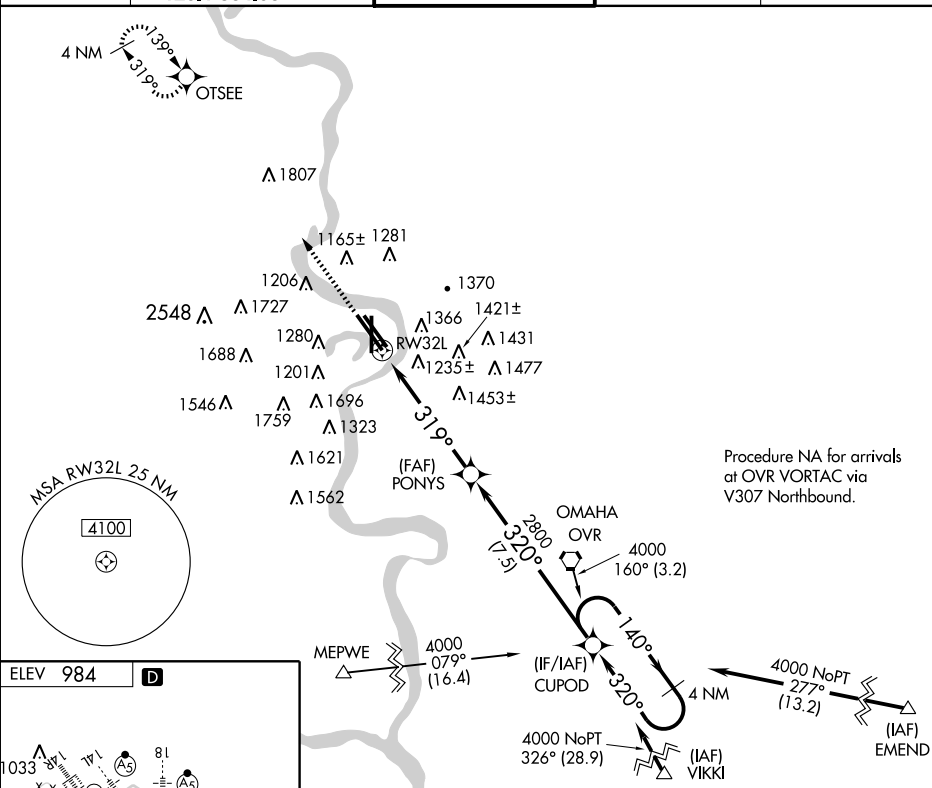
OMAHA/EPPLEY FIELD (OMA)

▼ Baro-VNAV NA below -16°C (4°F). For inoperative
 ▲ MALSR increase LPV visibility all Cnts to RVR 5000.
 DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3300 direct
 OTSEE and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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3300	OTSEE	4 NM	CUPOD	Holding Pattern
*LNAV only	*2 NM to RW32L	PONYS	320°	140° → 4000
RW32L	319°	2800	320°	GS 3.00° TCH 51
2 NM	3.5 NM	7.5 NM		
CATEGORY	A	B	C	D
LPV DA	1277-24	297 (300-½)		
LNAV/VNAV DA	1683-2	703 (700-2)		
LNAV MDA	1680/24	700 (700-½)	1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-2½	696 (700-2½)	1720-2 ½	736 (800-2½)

OMAHA, NEBRASKA

Amdt 1 10042

41° 18' N-95° 54' W

OMAHA/EPPLEY FIELD (OMA)

RNAV (GPS) RWY 32L

WAAS Ch 90599 W32B	APP CRS 319°	Rwy Idg TDZE Apt Elev	8500 984 984
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RNAV (GPS) RWY 32R

OMAHA/EPPLEY FIELD (OMA)

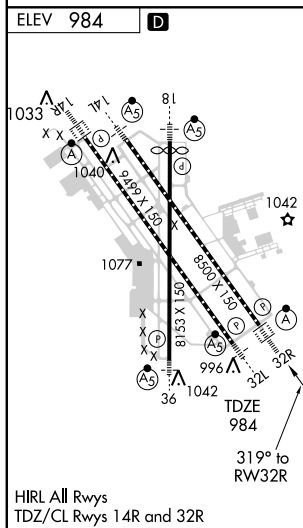
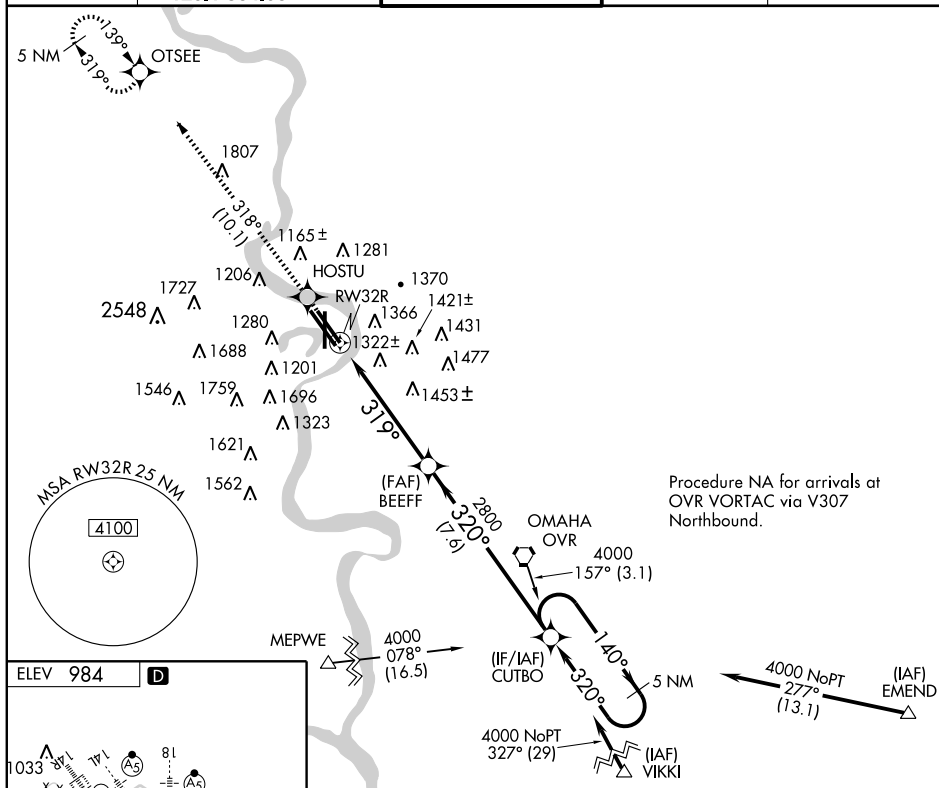
Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000.
DME/DME RNP-0.3 NA.

ALSF



MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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3300	HOSTU	TRK 318°	OTSEE	CUTBO	5 NM Holding Pattern
* LNAV only	* 2 NM to RW32R				
CATEGORY	A	B	C	D	
LPV DA	1326/40	342 (400-3/4)			
LNAV/VNAV DA	1690-2	706 (800-2)			
LNAV MDA	1680/24	696 (700-1/2)	1680-1 1/2 696 (700-1/2)	1680-1 3/4 696 (700-1 3/4)	
CIRCLING	1700-2 1/2	716 (800-2 1/2)			

OMAHA, NEBRASKA

Orig-A 10042

41° 18' N-95° 54' W

OMAHA/EPPLEY FIELD (OMA)

RNAV (GPS) RWY 32R

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS Ch 70317 W36A	APP CRS 355°	Rwy Idg 8153 TDZE 979 Apt Elev 984
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RNAV (GPS) RWY 36

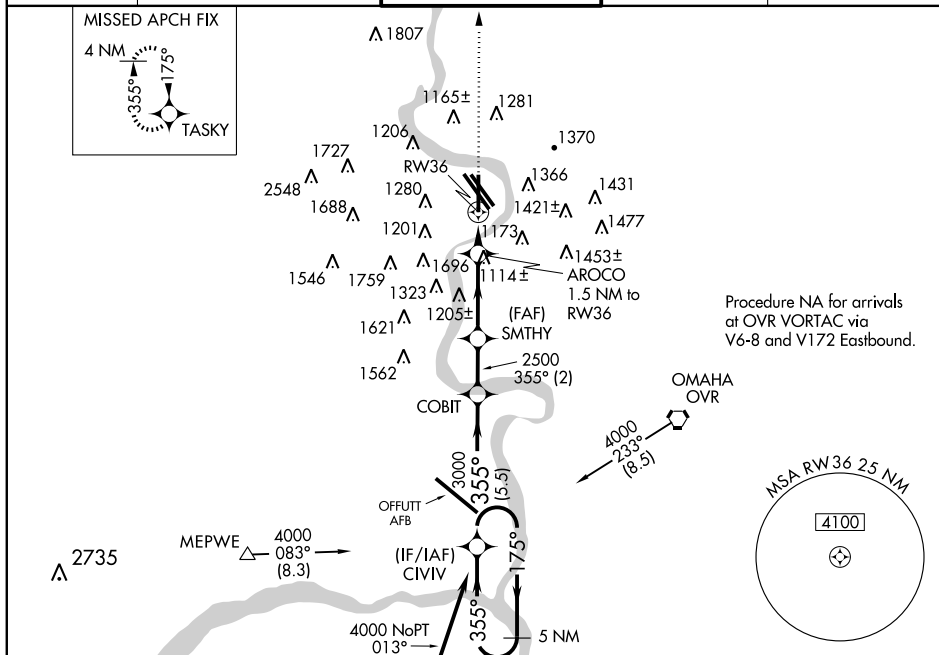
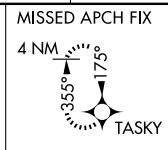
OMAHA/EPPLEY AIRFIELD (OMA)

▼ Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
▲ For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.

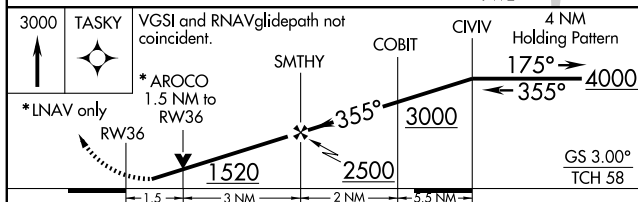


MISSED APPROACH: Climb to 3000
direct TASKY and hold.

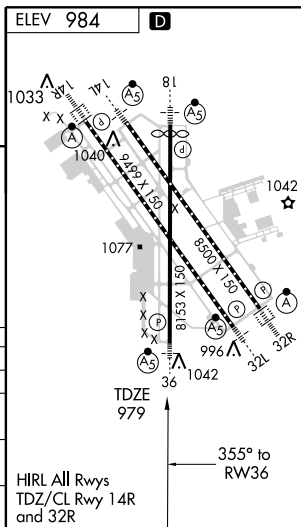
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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Procedure NA for arrivals
at PWE VORTAC via V71
Southeast bound.



CATEGORY	A	B	C	D
LPV DA		1229-3/4	250 (300-3/4)	
LNAV/VNAV DA		1473-1 1/4	494 (500-1 1/4)	
LNAV MDA		1420-3/4	441 (500-3/4)	1420-1 441 (500-1)
CIRCLING	1660-1 3/4 676 (700-1 3/4)	1680-1 3/4 696 (700-1 3/4)	1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)



OMAHA, NEBRASKA

Amdt 1 10042

41° 18' N-95° 54' W

OMAHA/EPPLEY AIRFIELD (OMA)

RNAV (GPS) RWY 36


SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA


OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
EPPLEY AIRFIELD ATIS
120.4
OFFUTT AFB ATIS ★
126.025 273.5

BECOM
N41°57.81' W096°07.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 11000

SIOUX CITY
116.5 SUX 
Chan 112
N42°20.67' W96°19.42'
L-12

AANDY
N41°49.18'
W096°03.55'

CANJO
N41°38.81'
W095°58.38'

OMAHA
116.3 OVR 
Chan 110

EPPLEY AIRFIELD OFFUTT AFB 

NOTE: DME Required
NOTE: RADAR Required
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.
Thence . . .

. . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANJO/OVR 31 DME,
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other
runways: fly heading 145° for RADAR vectors to final approach course.

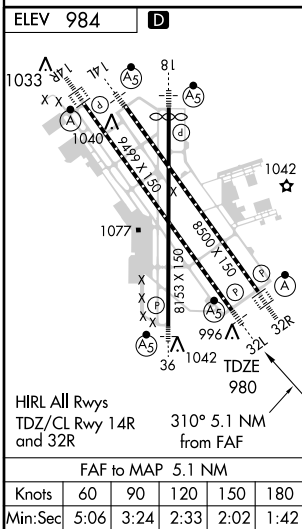
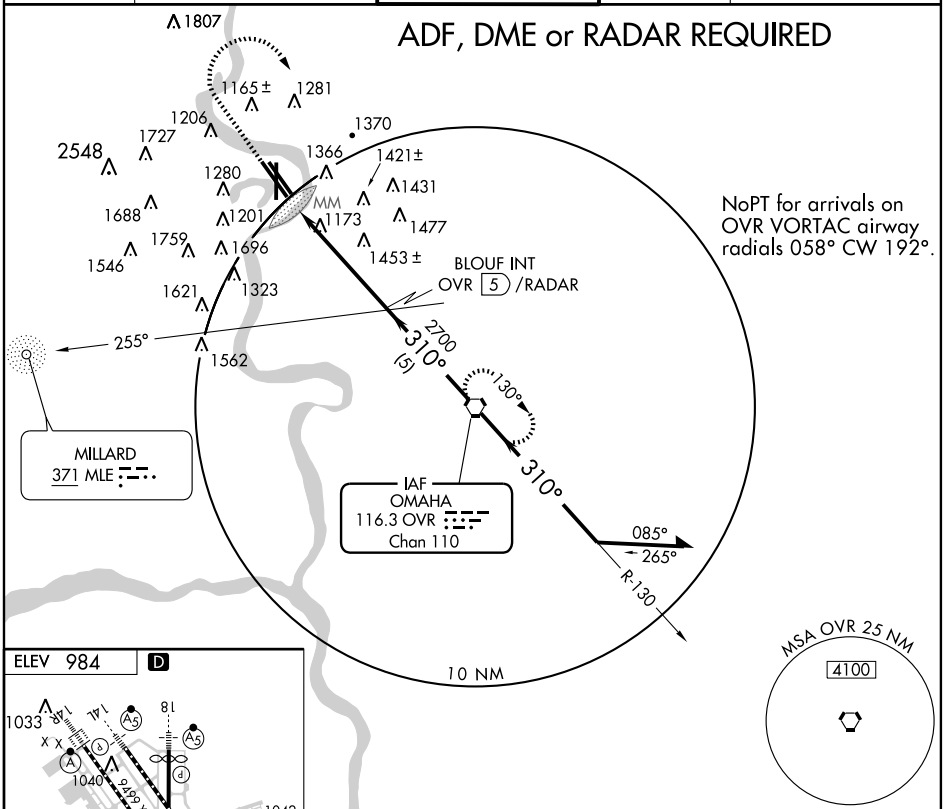
VORTAC OVR 116.3 Chan 110	APP CRS 310°	Rwy Idg TDZE 980 Apt Elev 984
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VOR RWY 32L

OMAHA/EPPLEY AIRFIELD (OMA)

 	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.
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ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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2000	3000	OVR 116.3	VORTAC	Remain within 10 NM
BLOUF INT OVR 5 /RADAR				
OVR 10.1	OVR 8.1	2700	2800	310°
2.1	3 NM	5 NM		
CATEGORY	A	B	C	D
S-32L	1680/24 700 (700-1/2)		1680-1 1/2 700 (700-1 1/2)	1680-1 3/4 700 (700-1 3/4)
CIRCLING	1680-1 696 (700-1)		1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)

MILLARD (MLE) 7 SW UTC-6(-5DT) N41°11.76' W96°06.74'

1051 B S4 FUEL 100LL, JET A OX 2, 4 TPA-2000(949) LRA NOTAM FILE MLE

RWY 12-30: H3801X75 (CONC) S-12.5, D-12.5 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.08° TCH 39'. Thld displcd 212'. Road.

RWY 30: PAPI(P2L)—GA 3.08° TCH 39'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3801 TODA-3801 ASDA-3801 LDA-3588

RWY 30: TORA-3801 TODA-3801 ASDA-3588 LDA-3801

AIRPORT REMARKS: Attended 1200-0400Z†. For svc after 0400Z† call 402-895-4974 between 1200-0400Z†. Deer on and invof arpt. Military jet overflying at 3000' MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.25 (402) 895-6778.

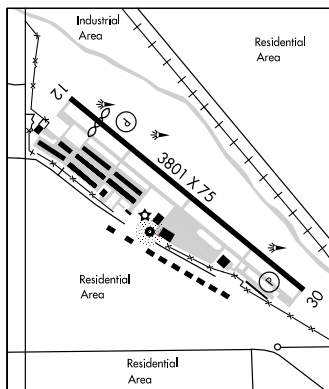
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 120.1 CLNC DEL 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 268° 17.1 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 371 MLE N41°11.69' W96°06.84' at fld. NOTAM FILE MLE.



NORTH OMAHA (3NO) 7 NW UTC-6(-5DT) N41°22.10' W96°01.35'

1322 S2 FUEL 100LL NOTAM FILE OLU

RWY 17-35: H2480X40 (CONC) S-28 LIRL (NSTD)

RWY 17: Trees. RWY 35: Thld displcd 600'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dawn-dusk. For svc other hrs call 402-571-7585. No touch and go ldgs allowed. Rwy 17-35 56' either side of conc usable turf. Rwy 17-35 CLOSED to acft 8000 lbs and over. Rwy 17-35 NSTD LIRL, lgts located 66' from rwy edge; 6 thld lights each end.

COMMUNICATIONS: CTAF/UNICOM 122.8

O'NEILL N42°28.23' W98°41.22' NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni-John L Baker Fld. 2030/10E. HIWAS.

RCO 122.45 (COLUMBUS RADIO)

O'NEILL

THE O'NEILL MUNI-JOHN L BAKER FLD (ONL) 2 NW UTC-6(-5DT) N42°28.17' W98°41.24'

2031 B S4 FUEL 100LL, JET A+ NOTAM FILE ONL

RWY 13-31: H4409X75 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1300-0000Z†. For after hrs svc call 402-336-7588. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.125 (402) 336-4834. HIWAS 113.9 ONL.

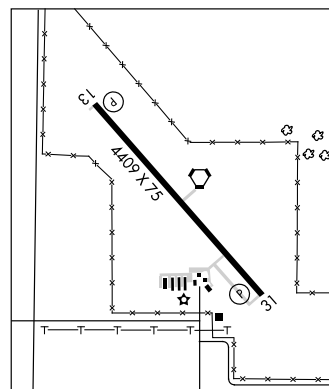
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (COLUMBUS RADIO)

MINNEAPOLIS CENTER APP/DEP 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 N42°28.23' W98°41.22' at fld. 2030/10E. HIWAS.



OMAHA

OMAHA

H-58, L-12H

OMAHA

L-12H

IAP

WAAS CH 90203 W13A	APP CRS 130°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031
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RNAV (GPS) RWY 13

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

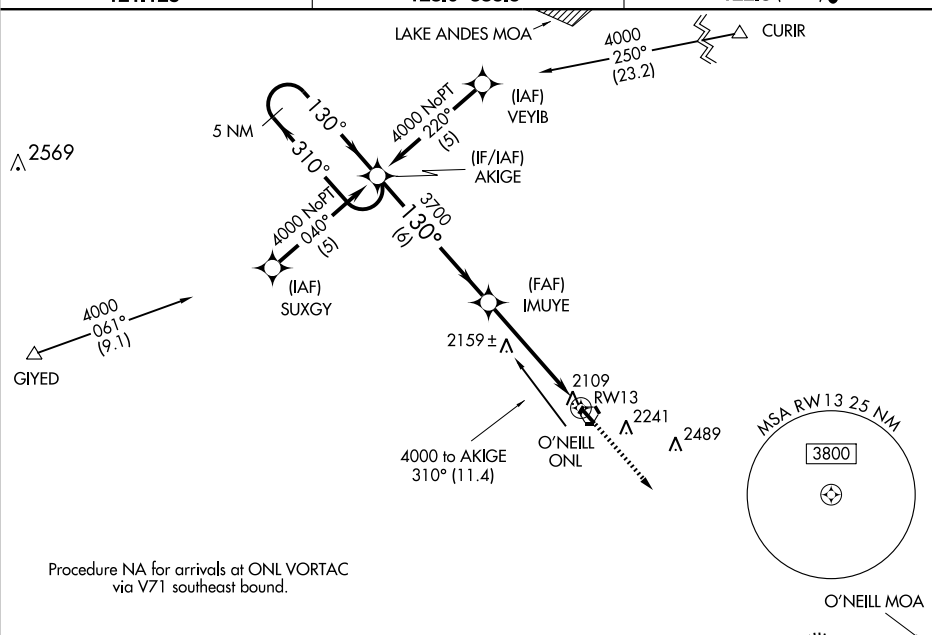
T BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated
A BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting
not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all
MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
AFSIC and hold.

AWOS-3
121.125

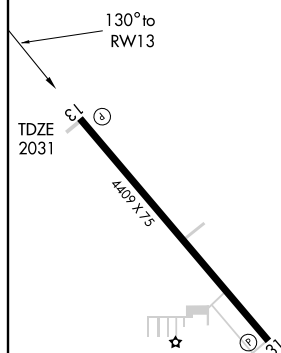
MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) **L**



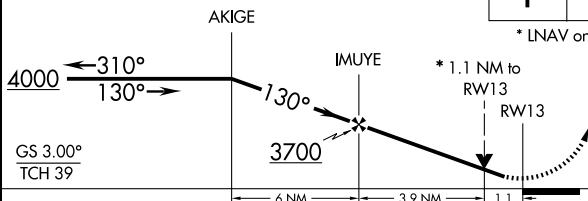
Procedure NA for arrivals at ONL VORTAC
via V71 southeast bound.

ELEV 2031



REIL Rwy 13 **L**
MIRL Rwy 13-31 **L**

O'NEILL, NEBRASKA
Amdt 1 10042

5 NM
Holding Pattern

* LNAV only.

* 1.1 NM to
RW13

CATEGORY	A	B	C	D
LPV DA	2307-1	276 (300-1)		NA
LNAV/ VNAV DA	2379-1¼	348 (400-1¼)		NA
LNAV MDA	2420-1	389 (400-1)		NA
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)
42°28' N-98°41' W **PNAY (GPS) PWY 13**

RNAV (GPS) RWY 13

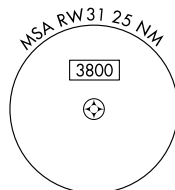
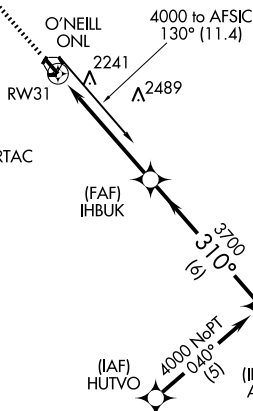
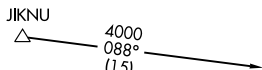
WAAS CH 70503 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	4409 2031 2031
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RNAV (GPS) RWY 31

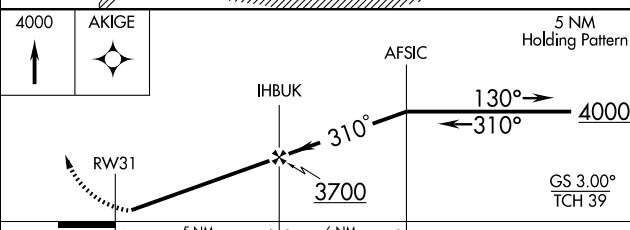
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

- ▼ If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

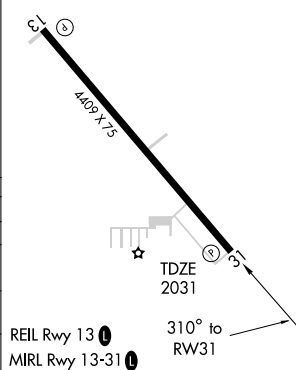
MISSED APPROACH: Climb to 4000 direct AKIGE and hold.

AWOS-3
121.125MINNEAPOLIS CENTER
128.0 385.5UNICOM
122.8 (CTAF) 0Procedure NA for arrivals at ONL VORTAC
via airway radials 125 CW 157.

ELEV 2031



CATEGORY	A	B	C	D
LPV DA	2281-1	250 (300-1)		NA
LNAV/VNAV DA	2600-2	569 (600-2)		NA
LNAV MDA	2580-1	549 (600-1)	2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA



VORTAC ONL
113.9
Chan **86**

APP CRS
125°

Rwy Idg
TDZE
Apt Elev

4409
2031
2031

VOR RWY 13

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

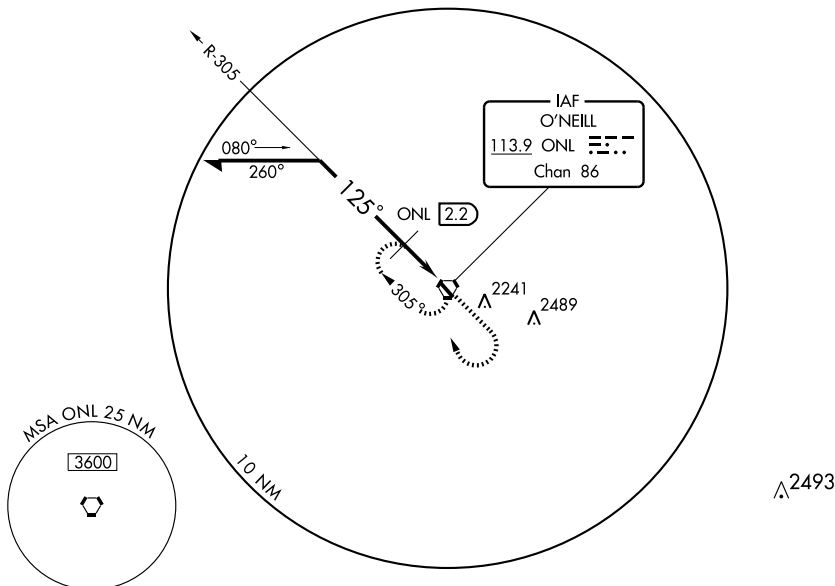


MISSED APPROACH: Climb to 3600 then right turn direct ONL VORTAC and hold.

AWOS-3
121.125

MINNEAPOLIS CENTER
128.0 385.5

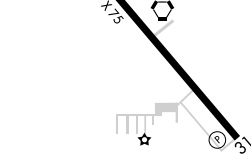
UNICOM
122.8 (CTAF) 0



ELEV 2031

125° to
ONL VORTAC

TDZE
2031



REIL Rwy 13 0

MRL Rwy 13-31 0

O'NEILL, NEBRASKA

Amdt 5B 10042

Remain
within 10 NM

3600

125°

2500

1.8 NM 0.4

VORTAC

3600



ONL



113.9

CATEGORY	A	B	C	D
S-13	2500-1	469 (500-1)	2500-1¼ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

42°28' N-98°41' W

VOR RWY 13

NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

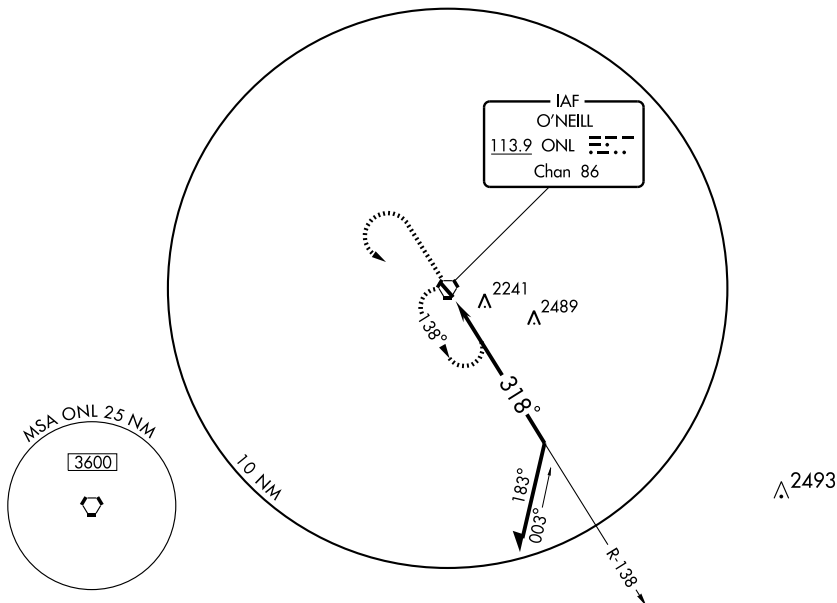
VORTAC ONL 113.9 Chan 86	APP CRS 318°	Rwy Idg TDZE Apt Elev	4409 2030 2031
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VOR RWY 31

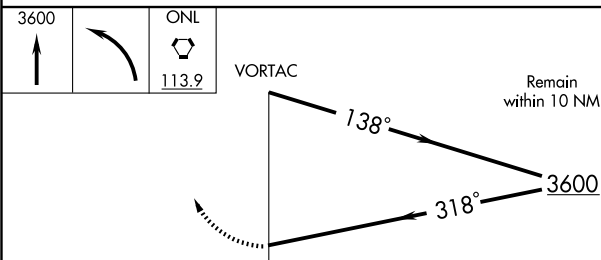
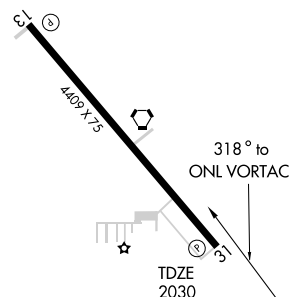
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)



MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3
121.125MINNEAPOLIS CENTER
128.0 385.5UNICOM
122.8 (CTAF)

ELEV 2031



CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

REIL Rwy 13

MIRL Rwy 13-31

O'NEILL, NEBRASKA

Amdt 1A 10042

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

42°28' N-98°41' W

VOR RWY 31

ORD N41°37.42' W98°56.88' NOTAM FILE ODX.
NDB (MHW) 356 ODX at Evelyn Sharp Fld.

OMAHA
L-12H

ORD

EVELYN SHARP FLD (ODX) 2 NW UTC-6(-5DT) N41°37.42' W98°57.11'

OMAHA
L-12H
IAP

2070 B **FUEL** 100LL NOTAM FILE ODX

RWY 13-31: H4721X75 (CONC) S-8 MRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 31: PAPI(P2L)—GA 3.0° TCH 32'. Thld dspcd 220'. P-line.

RWY 17-35: 2012X218 (TURF)

RWY 17: Road. **RWY 35:** Fence.

AIRPORT REMARKS: Attended 1400-2300Z±. For services after hours call 308-750-5126.

WEATHER DATA SOURCES: ASOS 119.925 (308) 728-7954.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

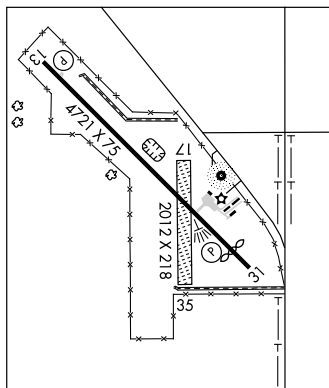
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'

W98°21.22' 292° 5.0 NM to fld. 2010/7E.

ORD NDB (MHW) 356 ODX N41°37.42' W98°56.88' at fld.

NOTAM FILE ODX.



OSHKOSH N41°24.07' W102°21.05'. NOTAM FILE OLU.

CHEYENNE
L-12G

NDB (MHW) 233 OKS at Garden Co.

OSHKOSH

GARDEN CO (OKS) 1 SW UTC-7(-6DT) N41°24.11' W102°21.38'

CHEYENNE
L-12G
IAP

3394 B **FUEL** 100LL NOTAM FILE OLU

RWY 12-30: H4699X60 (CONC) S-15 MRL 0.3% up NW

RWY 30: P-lines.

AIRPORT REMARKS: Unattended. For svc call 308-772-4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 118.475

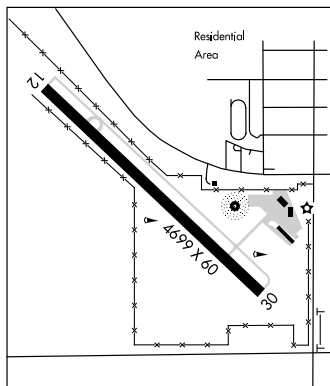
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 044° 33.8 NM to fld. 4300/13E. **HIWAS.**

OSHKOSH NDB (MHW) 233 OKS N41°24.07' W102°21.05'

at fld. NOTAM FILE OLU.



PANBE N41°04.10' W100°34.35' NOTAM FILE LBF.

OMAHA
L-10H, 12G

NDB (LOM) 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored.

PAWNEE CITY N40°12.02' W96°12.38' NOTAM FILE OLU.

OMAHA
H-5C, L-10I

(H) VORTAC 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.**

RCO 122.1R 112.4T (COLUMBUS RADIO)

NDB ODX
356

APP CRS
124°

Rwy Idg	4721
TDZE	2070
Apt Elev	2070

NDB RWY 13

ORD/EVELYN SHARP FIELD (ODX)

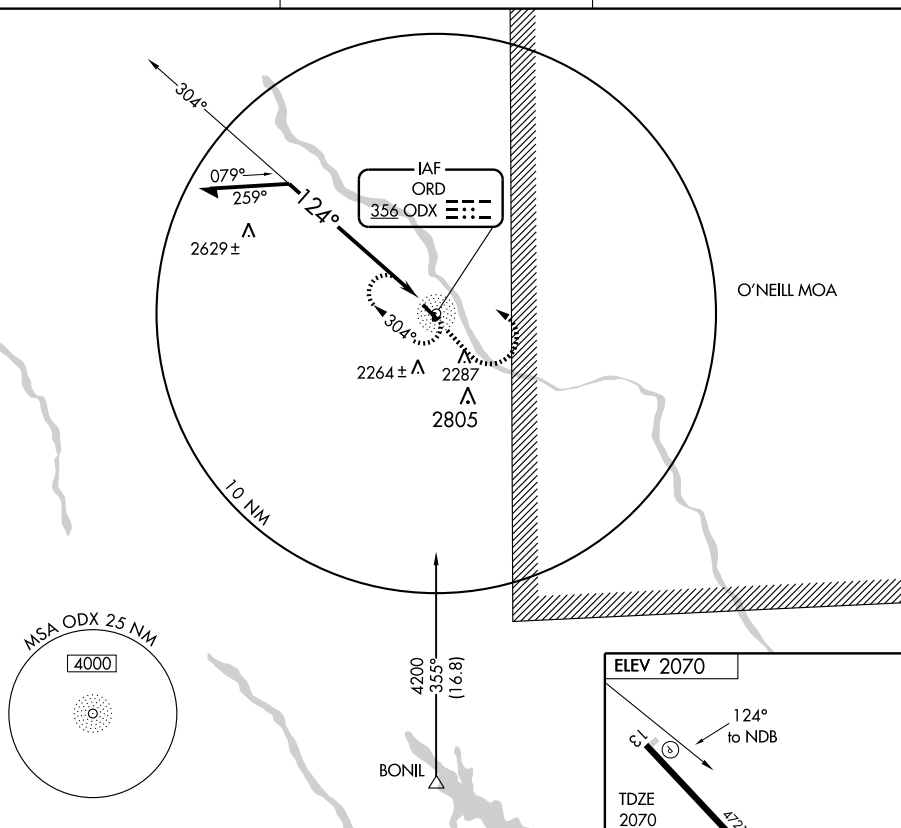
T Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.
A When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.

ASOS
119.925

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



Remain
within 10 NM

NDB

4200

ODX

4200

304

-12

CATEGORY

A

--	--

C

D

С 13

2980-1½

910 (1000-1¼)

NA

CIRCLING

2980-11/

910 (1000-1¼)

NA

MIRL Rwy 13-31

WAAS CH 90312 W13A	APP CRS 131°	Rwy Idg 4721 TDZE 2070 Apt Elev 2070
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 13

ORD/EVELYN SHARP FIELD (ODX)

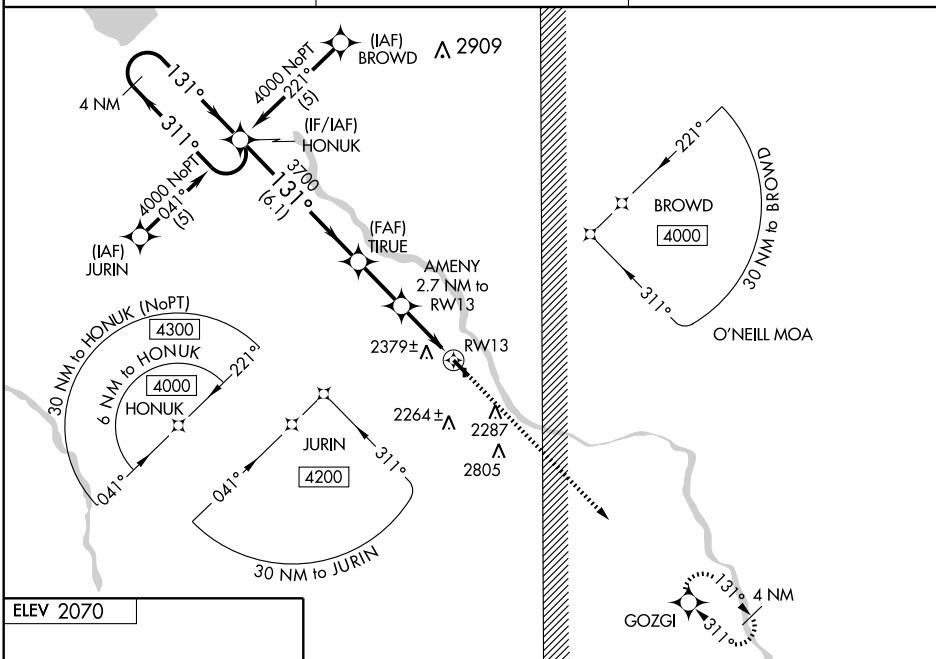
- T** Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.9°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

MISSED APPROACH:
Climb to 3900 direct
GOZGI and hold.

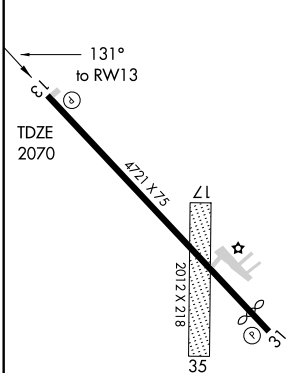
ASOS
119.925

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 2070



MIRL Rwy 13-31

ORD, NEBRASKA
Orig 09295

4 NM
Holding Pattern

HONUK

TIRUE

*LNAV only

AMENY
2.7 NM
to RW13

4000

← 311°
131° →

GS 3.00°
TCH 44'

3700

*2980

6.1 NM

2.2 NM

1.1

1.6

RW13

CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)		NA
LNAV/ VNAV DA	2698-2¼	628 (700-2¼)		NA
LNAV MDA	2620-1	550 (600-1)		NA
CIRCLING	2680-1	610 (700-1)		NA

ORD/FVFLYN SHARP FIELD (ODX)

RNAV (GPS) RWY 13

41°37'N-98°57'W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Y RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

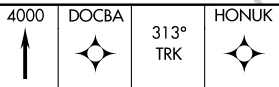
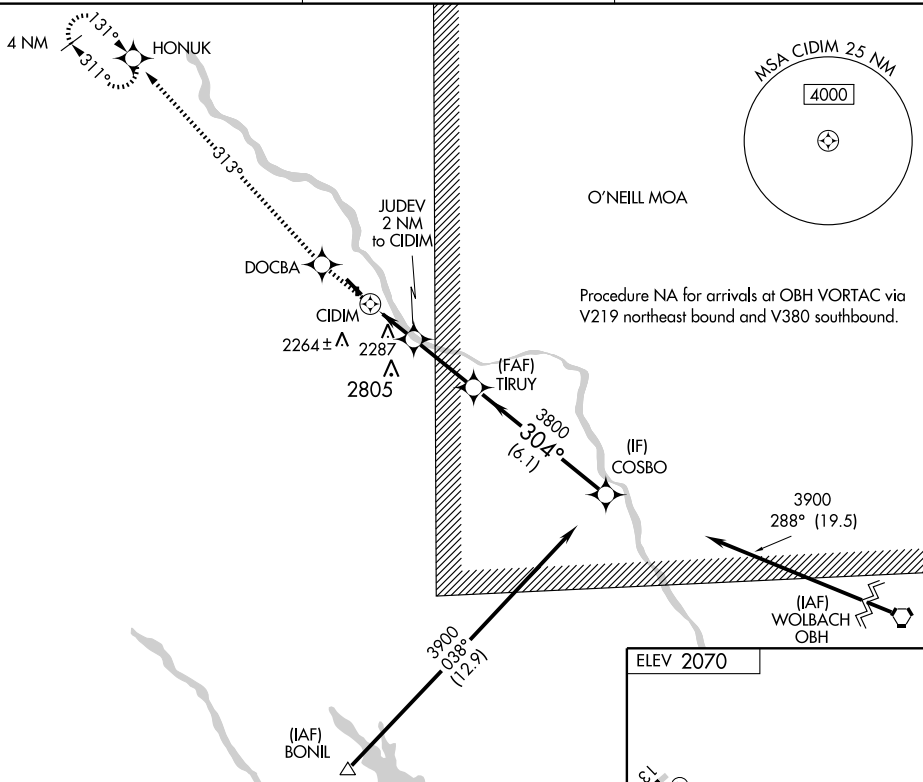
▼ DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

MISSSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUk and hold.

ASOS
119.925

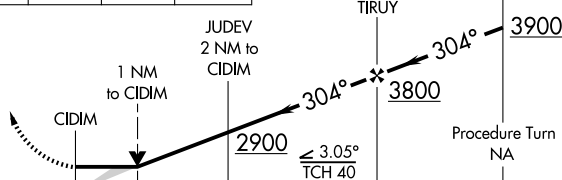
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)

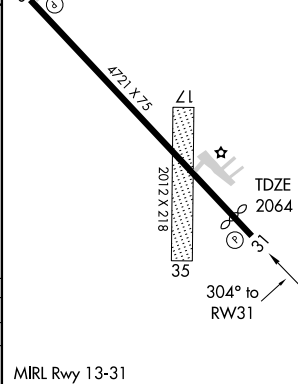


VGSI and descent angles
not coincident.

COSBO



CATEGORY	A	B	C	D
LNAV MDA	2580-1	516 (600-1)	NA	NA
CIRCLING	2680-1	610 (700-1)	NA	NA



MIRL Rwy 13-31

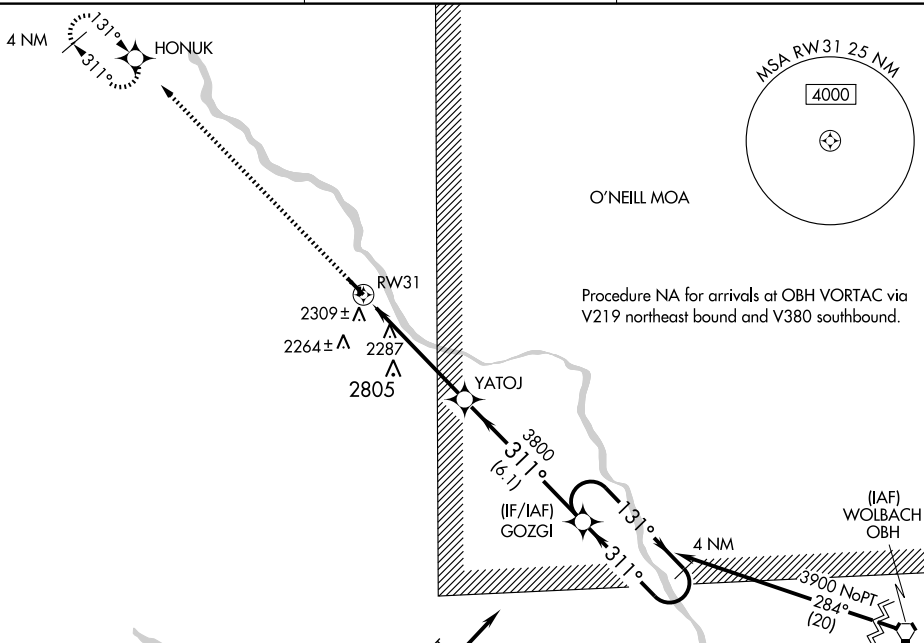
WAAS CH 99412 W31A	APP CRS 311°	Rwy Idg TDZE Apt Elev	4501 2064 2070
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RNAV (GPS) Z RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

▼ Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

MISSED APPROACH:
Climb to 4000 direct
HONUK and hold.

ASOS
119.925MINNEAPOLIS CENTER
119.4 278.8UNICOM
122.8 (CTAF)

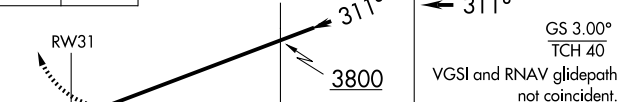
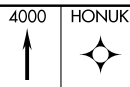
3900 NoPT

038°

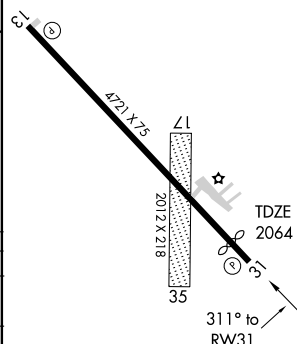
(11.6)

(IAF) BONIL

ELEV 2070



CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	NA
LNAV/VNAV DA	2566-1¾	502 (500-1¾)	NA	NA
CIRCLING	NA			



MIRL Rwy 13-31

ORD N41°37.42' W98°56.88' NOTAM FILE ODX.
NDB (MHW) 356 ODX at Evelyn Sharp Fld.

OMAHA
 L-12H

ORD

EVELYN SHARP FLD (ODX) 2 NW UTC-6(-5DT) N41°37.42' W98°57.11'

OMAHA
 L-12H
 IAP

2070 B **FUEL** 100LL NOTAM FILE ODX

RWY 13-31: H4721X75 (CONC) S-8 MRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 44'. Trees.

RWY 31: PAPI(P2L)—GA 3.0° TCH 32'. Thld dspcd 220'. P-line.

RWY 17-35: 2012X218 (TURF)

RWY 17: Road. **RWY 35:** Fence.

AIRPORT REMARKS: Attended 1400-2300Z±. For services after hours call 308-750-5126.

WEATHER DATA SOURCES: ASOS 119.925 (308) 728-7954.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

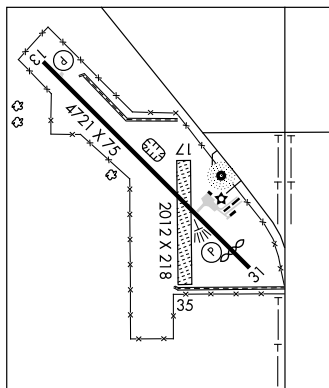
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'

W98°21.22' 292° 5.0 NM to fld. 2010/7E.

ORD NDB (MHW) 356 ODX N41°37.42' W98°56.88' at fld.

NOTAM FILE ODX.



OSHKOSH N41°24.07' W102°21.05'. NOTAM FILE OLU.

CHEYENNE
 L-12G

NDB (MHW) 233 OKS at Garden Co.

OSHKOSH

GARDEN CO (OKS) 1 SW UTC-7(-6DT) N41°24.11' W102°21.38'

CHEYENNE
 L-12G
 IAP

3394 B **FUEL** 100LL NOTAM FILE OLU

RWY 12-30: H4699X60 (CONC) S-15 MRL 0.3% up NW

RWY 30: P-lines.

AIRPORT REMARKS: Unattended. For svc call 308-772-4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 118.475

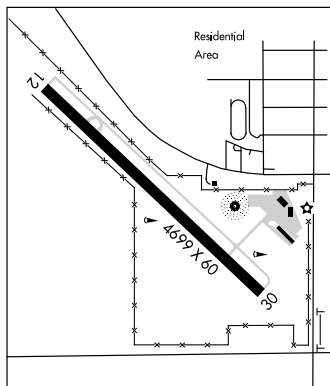
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 044° 33.8 NM to fld. 4300/13E. **HIWAS.**

OSHKOSH NDB (MHW) 233 OKS N41°24.07' W102°21.05'

at fld. NOTAM FILE OLU.



PANBE N41°04.10' W100°34.35' NOTAM FILE LBF.

OMAHA
 L-10H, 12G

NDB (LOM) 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored.

PAWNEE CITY N40°12.02' W96°12.38' NOTAM FILE OLU.

OMAHA
 H-5C, L-10I

(H) VORTAC 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.**

RCO 122.1R 112.4T (COLUMBUS RADIO)

NDB RWY 12

OSHKOSH/GARDEN COUNTY (OKS)

NDB OKS 233	APP CRS 112°	Rwy Idg TDZE Apt Elev	4699 3394 3394
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▼ Use Ogallala altimeter setting; when not received
▲ NA use Sidney altimeter setting.

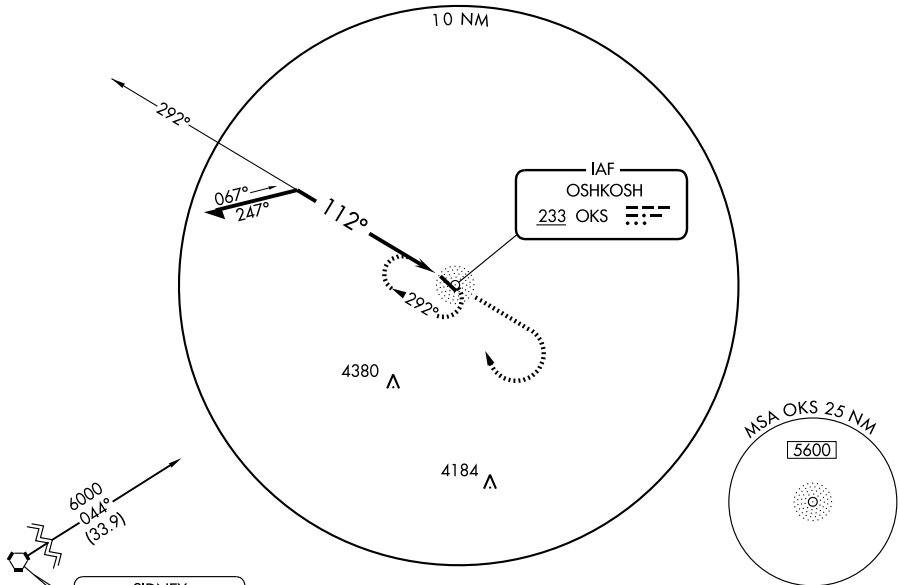
MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.

OGALLALA AWOS-3
121.275

SIDNEY ASOS
118.025

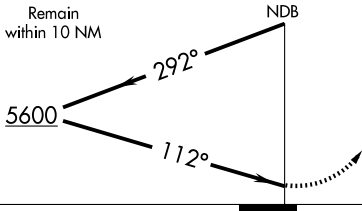
DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF)

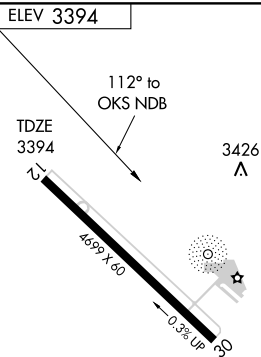


▲ 4390

Remain within 10 NM



5600	↑	↻	OKS 233
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CATEGORY	A	B	C	D
S-12	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	
CIRCLING	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	

MIRL Rwy 12-30

WAAS CH 99708 W12A	APP CRS 125°	Rwy Idg 4699 TDZE 3394 Apt Elev 3394
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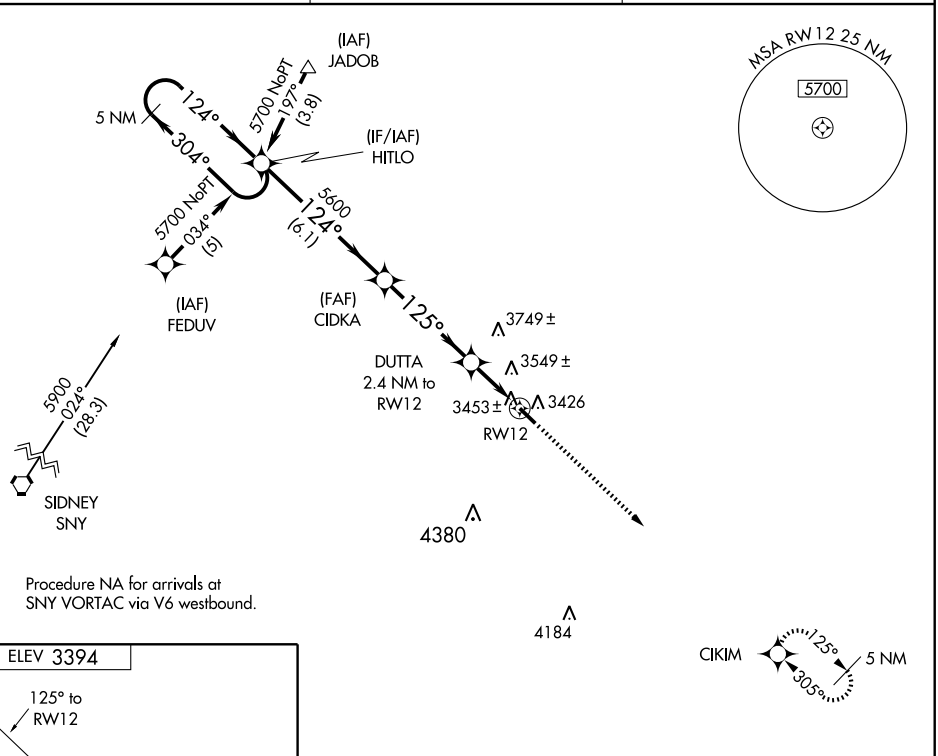
RNAV (GPS) RWY 12

OSHKOSH/GARDEN COUNTY (OKS)

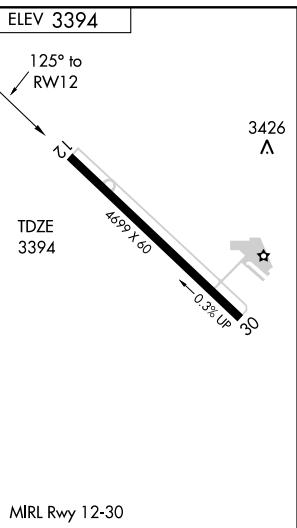
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cts ½ mile.

MISSED APPROACH:
Climb to 5400 direct CIKIM and hold.

OGALLALA AWOS-3 121.275	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at SNY VORTAC via V6 westbound.



5 NM Holding Pattern HITLO		* LNAV only		5400	CIKIM
5700 ← 304° → 124°		124°		DUTTA 2.4 NM to RW12	
GS 3.00° TCH 40		5600		RW12	
		6.1 NM		4.3 NM	
				2.4 NM	
CATEGORY	A	B	C	D	
LPV DA	3762-1¼	368 (400-1¼)	NA		
LNAV/VNAV DA	3882-1¾	488 (500-1¾)	NA		
LNAV MDA	3860-1	466 (500-1)	NA		
CIRCLING	3940-1	3980-1	NA		
	546 (600-1)	586 (600-1)			

WAAS CH 93509 W30A	APP CRS 305°	Rwy Idg 4699 TDZE 3387 Apt Elev 3394
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RNAV (GPS) RWY 30

OSHKOSH/GARDEN COUNTY (OKS)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

▲ NA

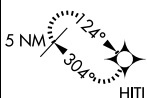
MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3
121.275

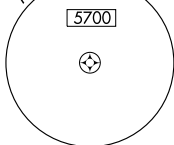
DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF)

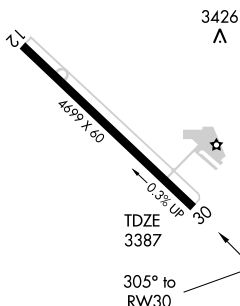
MISSED APCH FIX



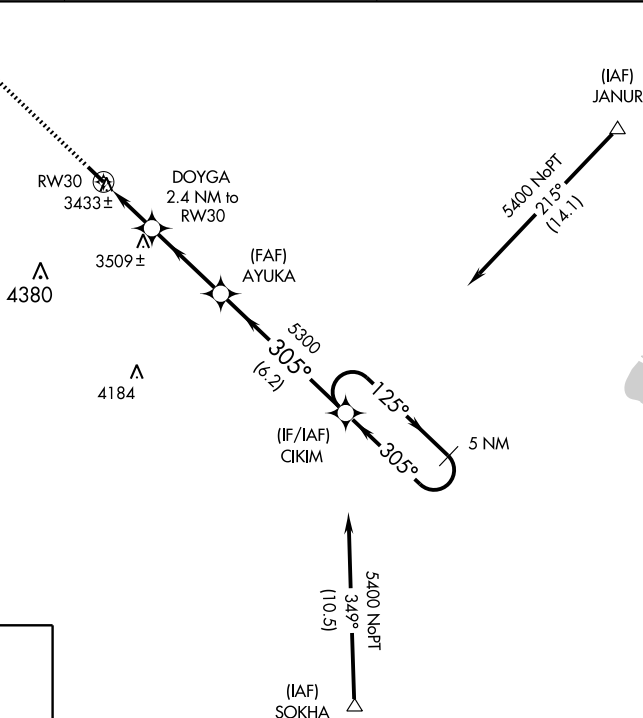
MSA RW30 25 NM



ELEV 3394



MIRL Rwy 12-30



5700	HITLO	* LNAV only:	CIKIM	5 NM Holding Pattern
		DOYGA 2.4 NM to RW30	AYUKA	
		RW30		
		*4180	5300	125° → 5400
		2.4 NM	3.4 NM	← 305°
			6.2 NM	GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	3734-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	3792-1½	405 (400-1½)		NA
LNAV MDA	3880-1	493 (500-1)		NA
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)		NA

PAWNEE CITY MUNI (50K) 2 W UTC-6(-5DT) N40°06.97' W96°11.67'

OMAHA

1260 B S2 FUEL 100LL TPA-2060(800) NOTAM FILE OLU

RWY 14-32: 3375X125 (TURF) LIRL

RWY 14: Tree. RWY 32: Pole.

AIRPORT REMARKS: Attended on call. For arpt attendance call arpt manager on 402-852-2691. For fuel call 402-852-2672. Rotating beacon OTS indef. Rwy 14-32 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

PENDER MUNI (0C4) 1 W UTC-6(-5DT) N42°06.81' W96°43.67'

OMAHA

1345 B FUEL 100LL NOTAM FILE OLU

L-121

RWY 15-33: H3600X60 (CONC) MIRL

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Highway. RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

AIRPORT REMARKS: Unattended. For fuel phone 402-385-3229/3089. ACTIVATE MIRL Rwy 15-33, PAPI Rwy 15 and Rwy 33 after 0430Z-122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 224° 22.7 NM to fld. 1087/9E. HIWAS.

PIONEER VILLAGE FLD (See MINDEN)

PLATTE CENTER N41°29.79' W97°22.91' NOTAM FILE OLU.

OMAHA

NDB (HW) 407 PLT 141° 3.4 NM to Columbus Muni.

L-121

PLATTSOUTH MUNI (PMV) 4 SW UTC-6(-5DT) N40°56.90' W95°55.04'

OMAHA

1204 B FUEL 100LL, JET A NOTAM FILE PMV

H-5C, L-101, 121

RWY 16-34: H5500X100 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

IAP

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

AIRPORT REMARKS: Attended Tue-Sat 1400Z-2300Z. 100LL fuel avbl 24 hrs. Self svc. Jet A avbl after hrs on req; call 402-298-8468 during attended hrs. ACTIVATE MIRL Rwy 16-34, REIL and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.975 (402) 298-7524.

COMMUNICATIONS: CTAF/UNICOM 122.7

® OMAHA APP/DEP CON 120.1

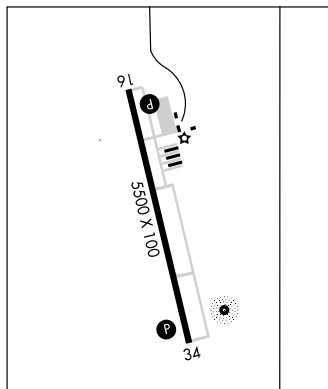
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 204° 15.5 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 329 PMV N40°56.63' W95°54.75' at fld.

NOTAM FILE PMV.



POTTS N40°44.83' W96°45.75' NOTAM FILE LNK.

OMAHA

NDB (MHW/LOM) 385 LN 355° 6.2 NM to Lincoln. Unmonitored when twr clsd.

L-101

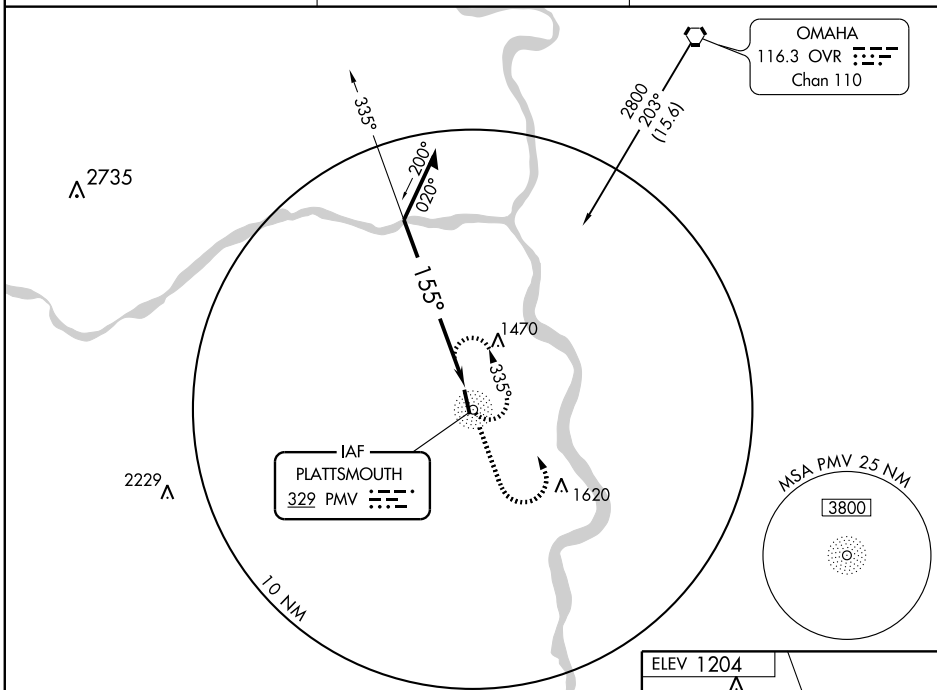
PROSSER N40°41.18' W98°28.65' NOTAM FILE HSI.

OMAHA

NDB (HW) 338 PSS 148° 5.4 NM to Hastings. Unmonitored.

L-10H

QUINN FLD (See GOTHENBURG)

NDB PMV
329APP CRS
155°Rwy Idg **5500**
TDZE **1202**
Apt Elev **1204****NDB RWY 16**
PLATTSMOUTH MUNI (PMV)**▲ NA** When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.**MISSED APPROACH:** Climb to 2800 then left turn direct PMV NDB and hold.AWOS-3
118.975OMAHA APP CON
120.1 354.05UNICOM
122.7 (CTAF) 0Remain
within 10 NM**2800****335°****155°**

NDB

2800

PMV
329

ELEV 1204

▲ 1269±

TDZE
1202

91

0.3% UP

155° to

NDB

5500 X 100

34

MIRL Rwy 16-34 0

REIL Rwy 16 and 34 0

34

CATEGORY

A

B

C

D

S-16

1840-1 638 (700-1)

NA

CIRCLING

1840-1 636 (700-1)

NA

Knots

60

90

120

150

180

Min:Sec

NDB PMV
329APP CRS
357°Rwy Idg **5500**
TDZE **1204**
Apt Elev **1204****NDB RWY 34**
PLATTSMOUTH MUNI (PMV)

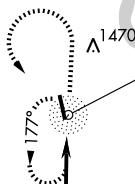
When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

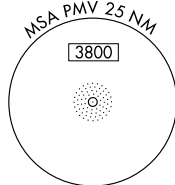
AWOS-3
118.975OMAHA APP CON
120.1 354.05UNICOM
122.7 (CTAF)

A 2735

A 2229

IAF
PLATTSMOUTH
329 PMV

A 1620

OMAHA
116.3 OVR
Chan 110

ELEV 1204

A 1269±

Remain
within 10 NM

NDB

2800

177°

357°

2800



PMV

329

CATEGORY

A

B

C

D

S-34

1840-1 636 (700-1)

NA

CIRCLING

1840-1 636 (700-1)

NA

MIRL Rwy 16-34

REIL Rwy 16 and 34

91

0.3% UP

5500 X 100

TDZE 1204

34

357° to
NDB

WAAS CH 45800 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	5500 1202 1204
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RNAV (GPS) RWY 16

PLATTSMOUTH MUNI (PMV)

A When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

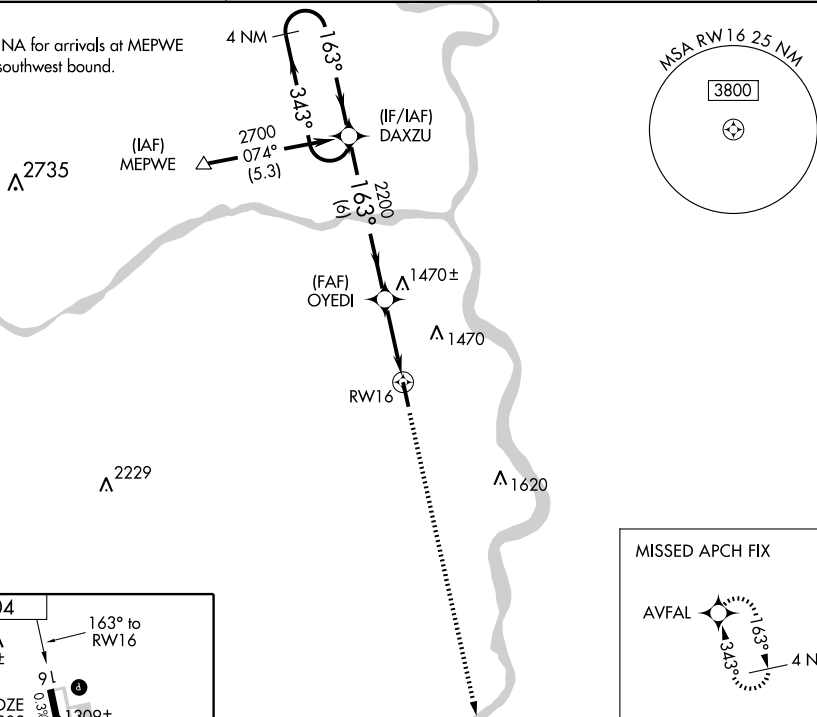
MISSED APPROACH: Climb to 2800
direct AVFAL and hold.

AWOS-3
118.975

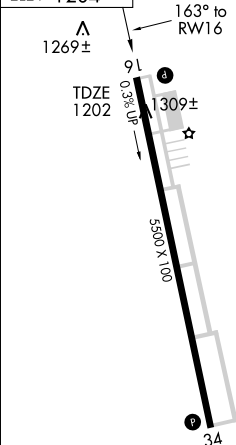
OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at MEPWE
via V138 southwest bound.



ELEV 1204



MRL Rwy 16-34 **0**
REIL Rwy 16 and 34 **0**

4 NM Holding Pattern		DAXZU	* LNAV only.	2800	AVFAL
2700		343°	163°		
GS 3.00°					
TCH 39					
		6 NM	2 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA	1452-1	250 (300-1)	NA		
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA		
LNAV MDA	1560-1	358 (400-1)	NA		
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA		

WAAS CH 40200 W34A	APP CRS 343°	Rwy Idg TDZE 1204 Apt Elev 1204
----------------------------------------	------------------------	-----------------------------------------------------

RNAV (GPS) RWY 34

PLATTSMOUTH MUNI (PMV)

⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

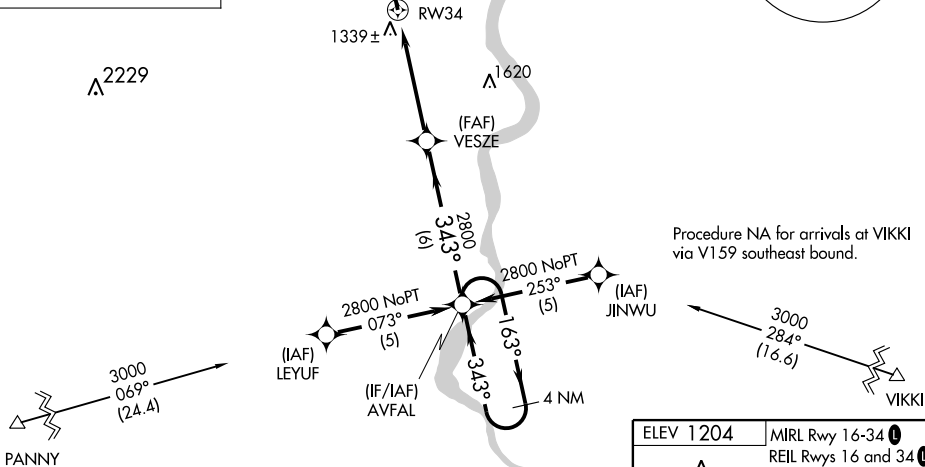
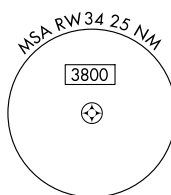
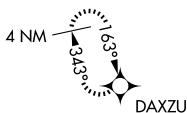
MISSED APPROACH:
Climb to 2800
direct DAXZU and hold.

AWOS-3
118.975

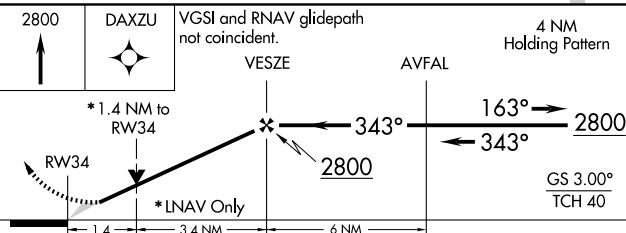
OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) **0**

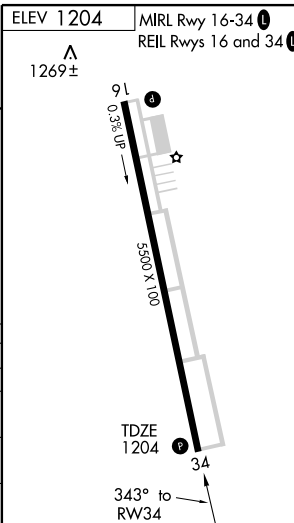
MISSED APCH FIX



Procedure NA for arrivals at VIKKI via V159 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	NA
LNAV MDA	1680-1	476 (500-1)	NA	NA
CIRCLING	1680-1	476 (500-1)	NA	NA



RED CLOUD MUNI (7V7) 1 W UTC-6(-5DT) N40°05.93' W98°32.48'

OMAHA
L-10H

1744 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3701X60 (CONC) S-12.5 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 44'. Road.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

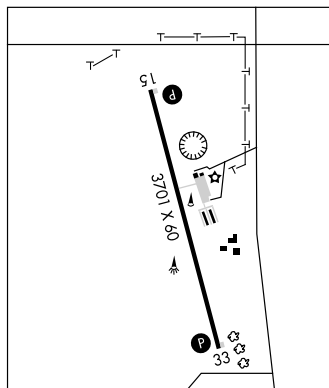
AIRPORT REMARKS: Unattended. For fuel call 402-746-3297 or 402-746-2500 or 402-746-2561. MIRL Rwy 15-33 preset on low ints dusk-0500Z†, to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33—CTAF, after 0500Z† ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 opr SS-SR, from SR-SS ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 312° 21.0 NM to fld. 1880/10E.



RIKKY N41°13.18' W95°49.07' NOTAM FILE OMA.

OMAHA

NDB (LOM) 426 EN 320° 6.0 NM to Eppeley Airfield.

ROCK CO (See BASSETT)

RUSHVILLE

MODISSETT (9V5) 2 NE UTC-7(-6DT) N42°44.19' W102°26.66'

CHEYENNE
L-12G

3751 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3909X60 (CONC) S-12 MIRL

RWY 14: Road. RWY 32: Road.

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. Wildlife on and invof arpt. Ultralights on and invof arpt. Numerous crop dusting acft invof arpt. Courtesy car avbl.

ACTIVATE MIRL Rwy 14-32—CTAF.

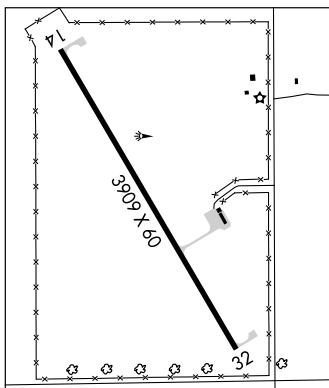
COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.

RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56'

W103°00.74' 148° 78.4 NM to fld. 3160/13E.



SANCY N40°52.37' W98°18.88' NOTAM FILE GRI.

OMAHA

NDB (LOM) 380 GR 356° 5.7 NM to Central Nebraska Rgnl.

SARGENT MUNI (Ø9K) 2 E UTC-6(-5DT) N41°38.10' W99°20.53'

OMAHA
L-12H

2313 B NOTAM FILE OLU

RWY 16-34: H3000X50 (ASPH) MIRL

RWY 16: Road.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CUZ

CUSTER CO (L) VOR/DME 108.2 CUZ Chan 19 N41°29.04' W99°41.34' 052°18.1 NM to fld. 2850/8E.

SCOTTSBLUFF N41°53.65' W103°28.92' NOTAM FILE BFF.

CHEYENNE
H-5A, L-12F

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.

4170/13E.

RCQ 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

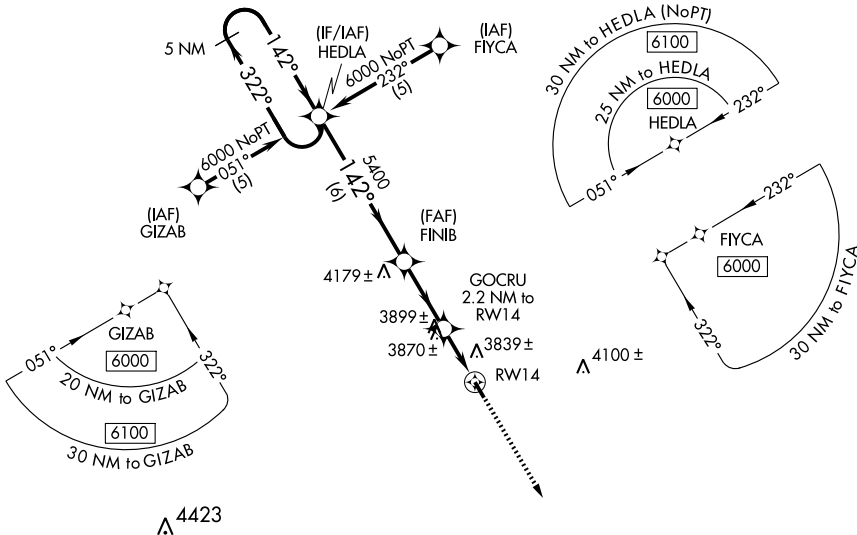
WAAS CH 72814 W14A	APP CRS 142°	Rwy Idg 3909 TDZE 3751 Apt Elev 3751
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 14

RUSHVILLE/MODISSETT (9V5)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA.
▲ NA Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

PINE RIDGE ASOS
126.775DENVER CENTER
127.95 338.2CTAF
122.9 0

ELEV 3751

142° to
RW14TDZE
3751

3909 x 60

32

MIRL Rwy 14-32 0

5 NM
Holding Pattern

HEDLA

6000

322°

142°

GS 3.00°
TCH 40

HEDLA

FINIB

5400

142°

322°

*4480

2.2 NM to RW14

RW14

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

2.2 NM

6000

AYEVA

*LNAV only

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

RW14

WAAS CH 78214 W32A	APP CRS 322°	Rwy Idg 3909 TDZE 3751 Apt Elev 3751
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 32

RUSHVILLE/MODISSETT (9V5)

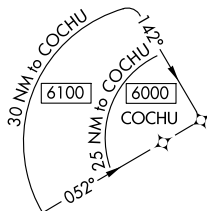
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct HEDLA and hold.

PINE RIDGE ASOS
126.775

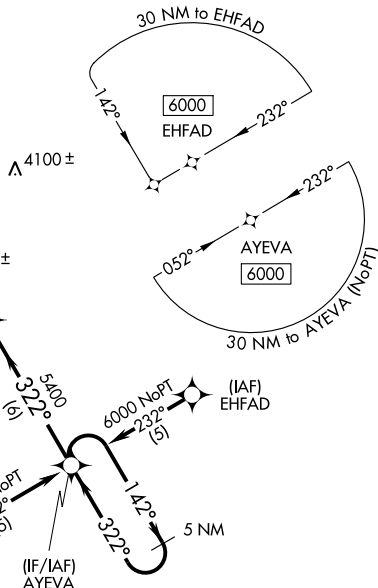
DENVER CENTER
127.95 338.2

CTAF
122.9 0

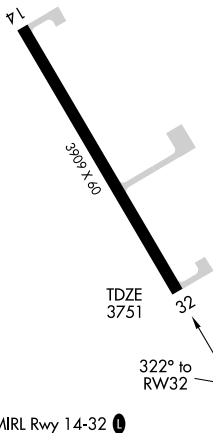


△ 4423

RW32
3889 ±
CIDUD
2 NM to RW32
4059 ±
(FAF)
ATETE



ELEV 3751



6000

↑

HEDLA

✦

AYEVA

5 NM Holding Pattern

142° →

← 322°

6000

GS 3.00°

TCH 40

* LNAV only

CIDUD 2 NM to RW32

ATETE

RW32

2 NM

3 NM

6 NM

*4420

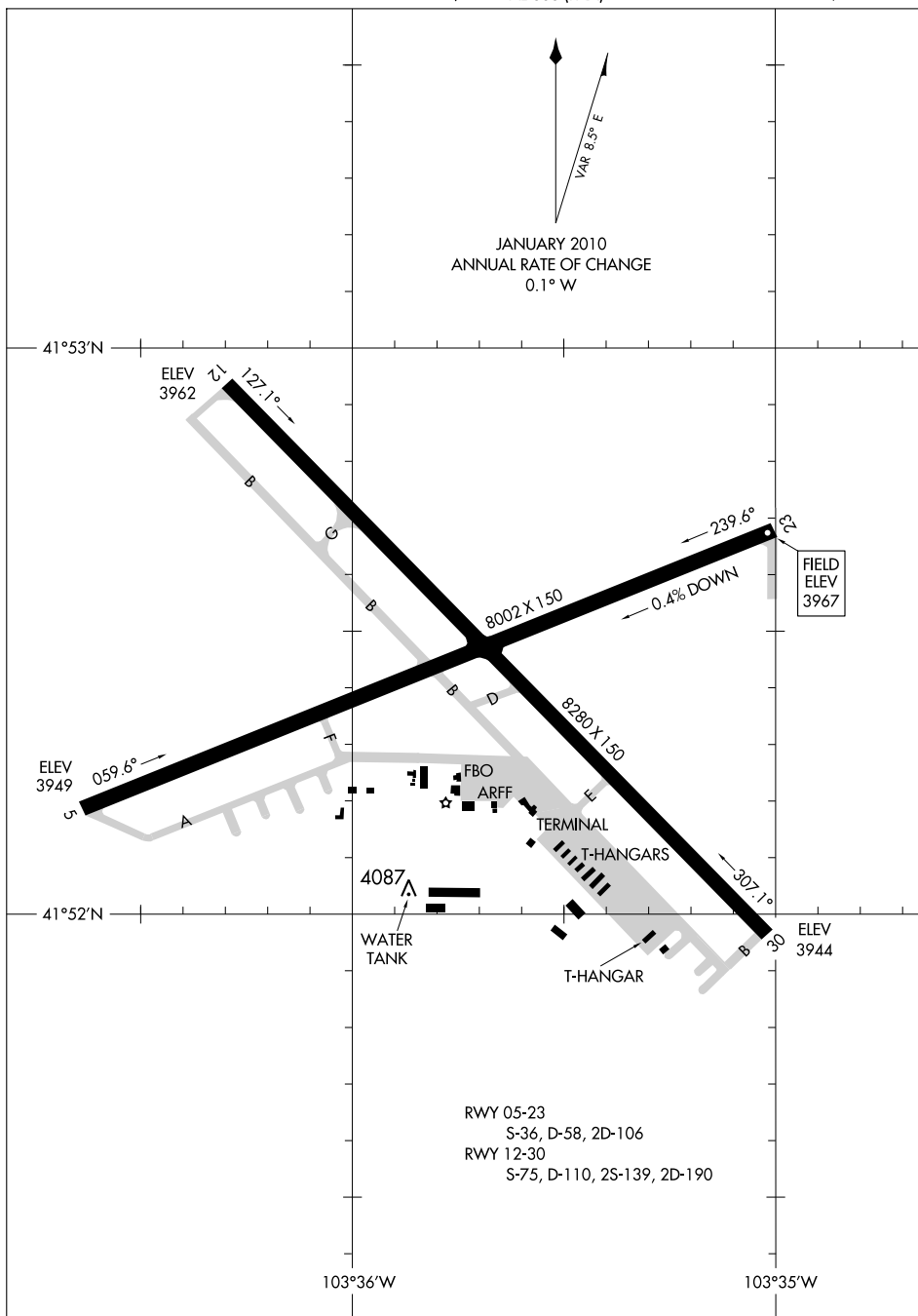
5400

CATEGORY	A	B	C	D
LPV DA	4181-1½	430 (500-1½)	NA	
LNAV/VNAV DA	4294-2	543 (600-2)	NA	
LNAV MDA	4320-1	569 (600-1)	NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
SCOTTSBLUFF/ AL-383 (FAA) SCOTTSBLUFF, NEBRASKA

NC-2, 23 SEP 2010 to 21 OCT 2010



NC-2, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

SCOTTSBLUFF, NEBRASKA

SCOTTSBLUFF N41°53.65' W103°28.92' NOTAM FILE BFF.

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.
4170/13E.

RCO 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

CHEYENNE

H-5A, L-12F

SCOTTSBLUFF

WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (BFF) 3 E UTC-7(-6DT)

N41°52.44' W103°35.74'

3967 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF

RWY 12-30: H8279X150 (ASPH) S-75, D-110, 2S-139, 2D-190

HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'

RWY 30: MALSR.

RWY 05-23: H8002X150 (ASPH) S-36, D-58, 2D-106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50'.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52'. Road.

AIRPORT REMARKS: Attended 1300-0400Z. For svc after hrs call 308-635-0162. Waterfowl on and in/ovf arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-635-4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05-23, HIRL Rwy 12-30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (308) 632-8949.

COMMUNICATIONS: CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

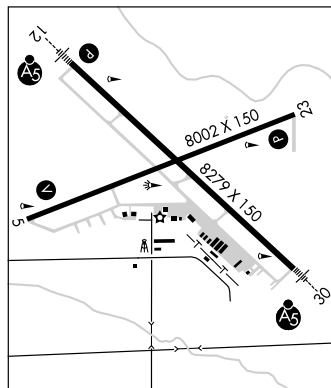
SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65' W103°28.92' 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16' W103°29.93' 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I-BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored.

LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I-RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.



SCRIBNER STATE (SCB) 3 SE UTC-6(-5DT) N41°36.62' W96°37.79'

1325 B FUEL 100LL TPA-2325(1000) NOTAM FILE OLU

RWY 17-35: H4200X75 (CONC) S-25 MIRL

RWY 12-30: H3199X60 (CONC)

RWY 30: Thld dsplcd 399'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Assistant Manager lives on arpt 402-654-2723. Unlgtd tower approx 1525' MSL 0.25 mile East.

COMMUNICATIONS: CTAF 122.9

Ⓡ OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

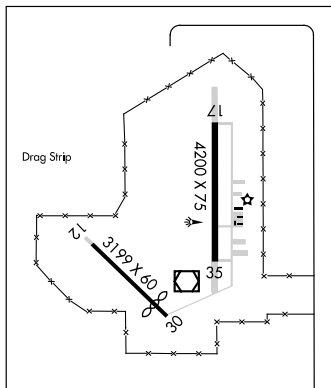
W96°44.52' 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32' W96°37.72' at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.

OMAHA

L-12I

IAP



LOC/DME I-RMT <u>110.35</u> Chan 40 (Y)	APP CRS 126°	Rwy Idg 8280 TDZE 3963 Apt Elev 3967
-------------------------------------------------------------	------------------------	-----------------------------------------------------------------

SCOTTSBLUFF/

ILS or LOC/DME RWY 12

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

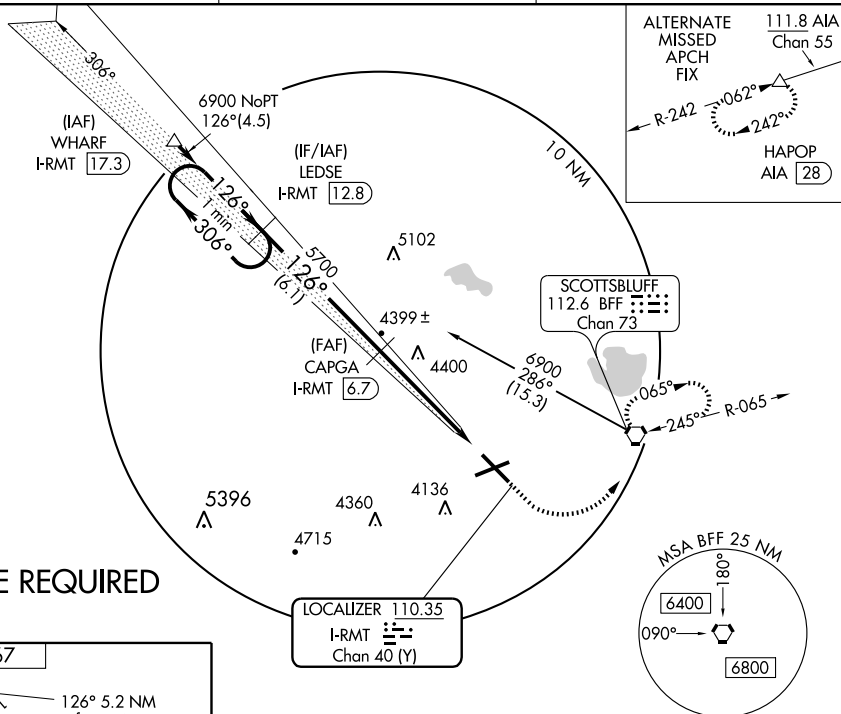
T When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D

A visibilities ¼ mile. For nonoperative MALSR, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

MALSR

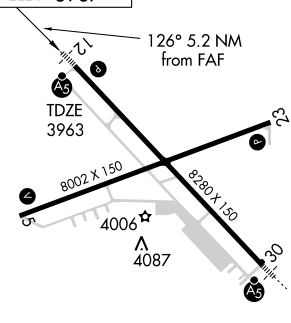


MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

ASOS
121.025DENVER CENTER
127.95 338.2UNICOM
123.0 (CTAF) **L**

DME REQUIRED

ELEV 3967



REIL Rwy 12

HIREL Rwy 12-30 **L**MIRL Rwy 5-23 **L**

Knots	60	90	120	150	180
-------	----	----	-----	-----	-----

Min	Sec				
-----	-----	--	--	--	--

1 Minute Holding Pattern

ILS unusable from FERPO,
1.7 DME inbound.

4500

6900

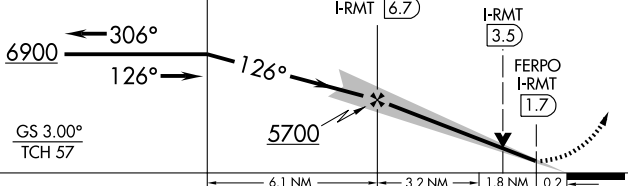
BFF

I-RMT 12.8

CAPGA

1

112.6



CATEGORY	A	B	C	D
S-ILS 12	4163- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 12	4640- $\frac{1}{2}$ 677 (700- $\frac{1}{2}$)		4640- $\frac{1}{2}$ 677 (700- $\frac{1}{2}$)	4640-1 $\frac{3}{4}$ 677 (700-1 $\frac{3}{4}$)
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2 $\frac{1}{4}$ 673 (700-2 $\frac{1}{4}$)

SCOTTSBLUFF, NEBRASKA

Orig 08325

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

41° 52' N-103° 36' W

ILS or LOC/DME RWY 12

LOC/DME I-BFF
109.3
 Chan **30**

APP CRS
306°

Rwy Idg
 TDZE **3280**
 Apt Elev **3965**

SCOTTSBLUFF/
 WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

ILS RWY 30

▼ Cat D S-LOC visibility increase ¼ mile for inoperative
 ▲ MALSR.

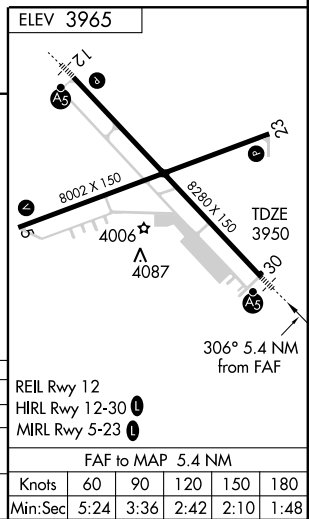
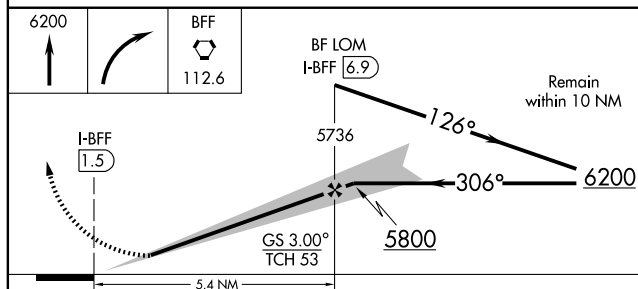
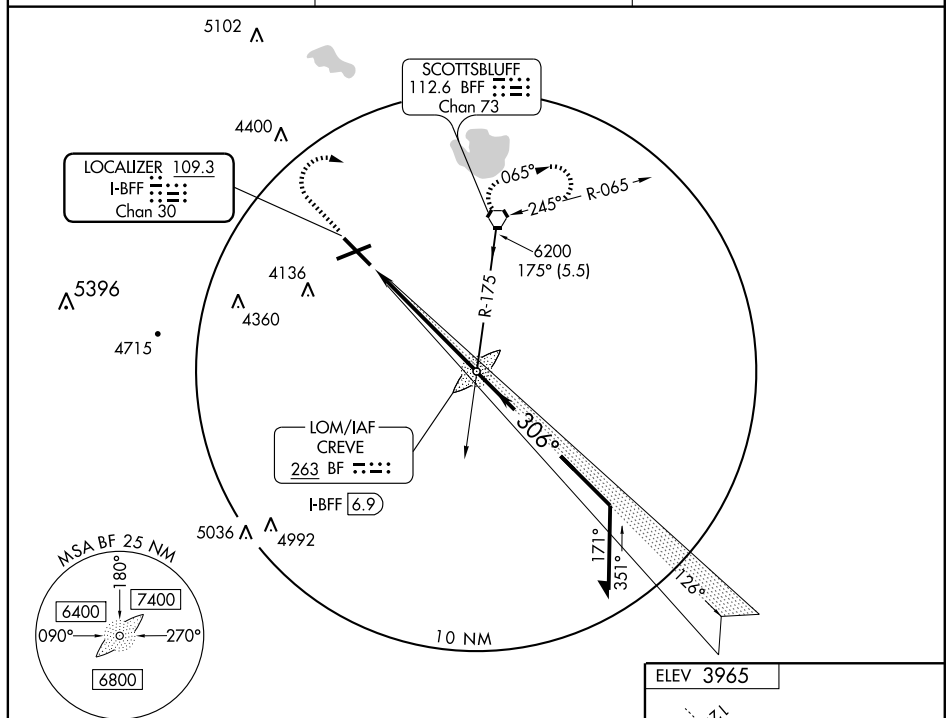


MISSED APPROACH: Climb to 6200 then right turn direct
 BFF VORTAC and hold.

ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-ILS 30	41 50-½ 200 (200-½)			
S-LOC 30	4240-½ 290 (300-½)			4240-¾ 290 (300-¾)
CIRCLING	4500-1 535 (600-1)		4500-1½ 535 (600-1½)	4600-2 635 (700-2)

REIL Rwy 12
 HIRL Rwy 12-30
 MIRL Rwy 5-23

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS
CH **93506**
W05A

APP CRS
061°

Rwy Idg
TDZE
Apt Elev

8002
3952
3967

SCOTTSBLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 5

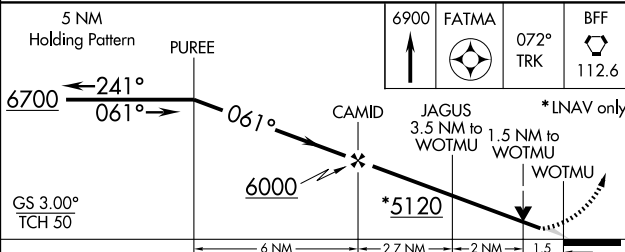
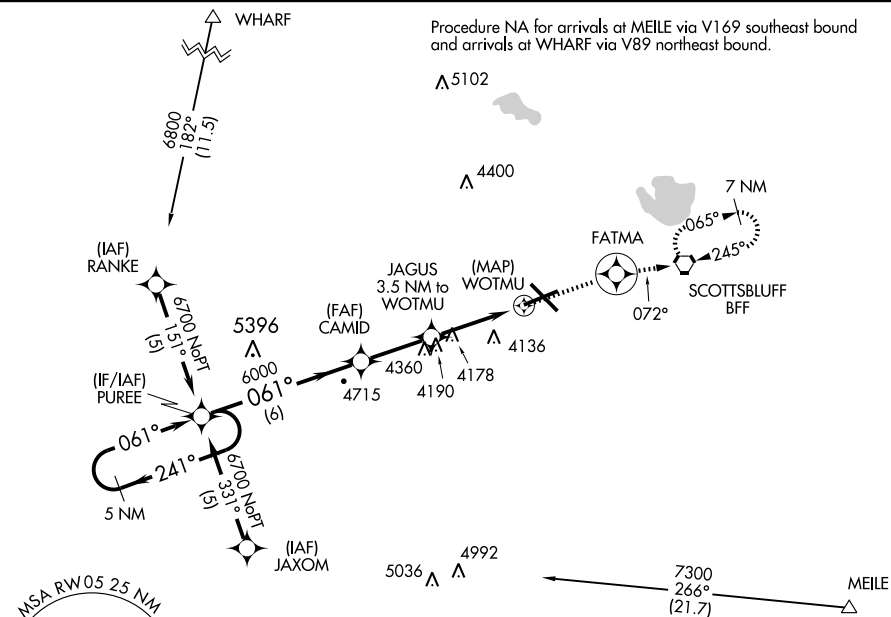
▼ If local altimeter setting not received, procedure NA.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct FATMA
and via 072° track to BFF VORTAC and hold.

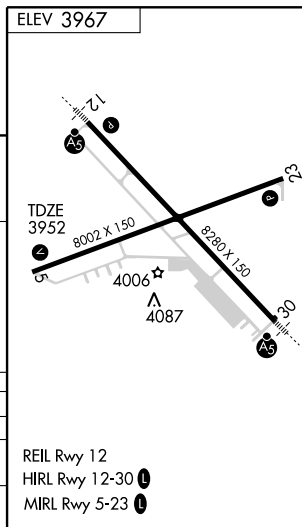
ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		4252-1	300 (300-1)	
LNNAV MDA	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)



WAAS CH 73005 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	8280 3963 3967
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SCOTTSBLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 12

▼ When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities $\frac{1}{4}$ mile; increase LNAV and circling Cat C/D visibilities $\frac{1}{2}$ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to $\frac{1}{4}$, and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.



MALSR

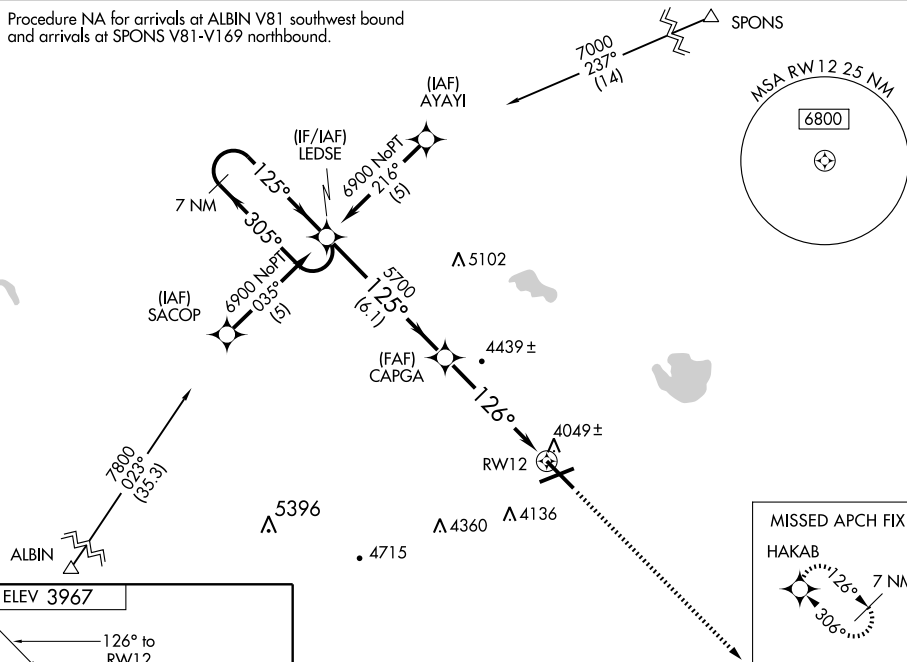
MISSED APPROACH:
Climb to 6700 direct
HAKAB and hold.

ASOS
121.025

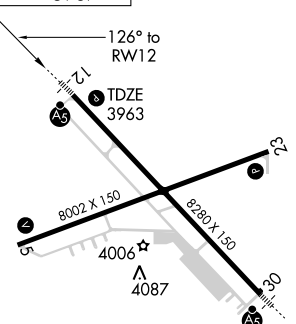
DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) **1**

Procedure NA for arrivals at ALBIN V81 southwest bound
and arrivals at SPONS V81-V169 northbound.



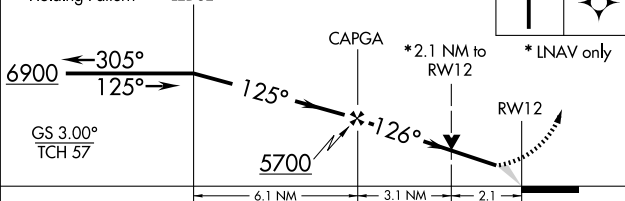
ELEV 3967



REIL Rwy 12
HIRL Rwy 12-30 **1**
MIRL Rwy 5-23 **1**

7 NM
Holding Pattern

LEDSE



CATEGORY	A	B	C	D
LPV DA		4213- $\frac{1}{2}$	250 (300- $\frac{1}{2}$)	
LNAV/VNAV DA		4340- $\frac{3}{4}$	377 (400- $\frac{3}{4}$)	
LNAV MDA	4700- $\frac{1}{2}$	737 (800- $\frac{1}{2}$)	4700- $\frac{1}{2}$ 737 (800- $\frac{1}{2}$)	4700- $\frac{1}{4}$ 737 (800- $\frac{1}{4}$)
CIRCLING	4700-1	733 (800-1)	4700-2 733 (800-2)	4700- $\frac{1}{4}$ 733 (800- $\frac{1}{4}$)

WAAS
CH **45606**
W23A

APP CRS
238°

Rwy Idg
TDZE
Apt Elev

8002
3967
3967

SCOTTSBLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 23

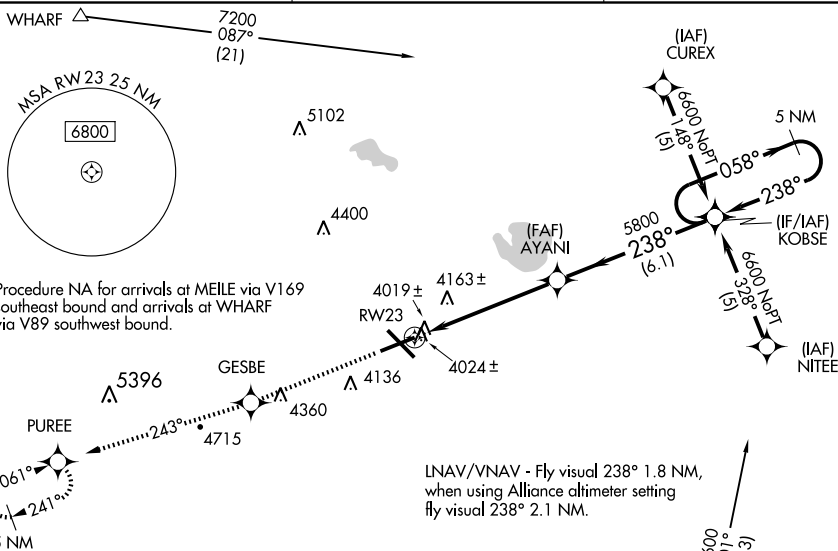
▼ When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities $\frac{1}{4}$, increase LNAV Cat C/D visibilities $\frac{1}{4}$, increase circling Cat C/D visibilities $\frac{1}{4}$.
▲ BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

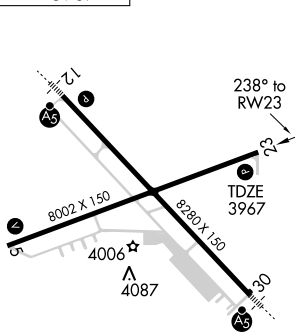
ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



ELEV 3967



	6700	GESBE	243° TRK	PUREE	5 NM Holding Pattern
					KOBSE
					058°
					238°
					6600
					GS 3.00° TCH 52
					1.3
					4.2 NM
					6.1 NM
CATEGORY	A	B	C	D	
LPV DA	4256-1 289 (300-1)				
LNAV/VNAV DA	4588-2 621 (700-2)				
LNAV MDA	4420-1	453 (500-1)	4420-1½ 453 (500-1½)	4420-1½ 453 (500-1½)	
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)	

REIL Rwy 12
HIRL Rwy 12-30 0
MIRL Rwy 5-23 0

WAAS
CH **53306**
W30A

APP CRS
306°

Rwy Idg
TDZE **3280**
Apt Elev **3967**

SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 30

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibility to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

MALSR



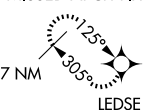
MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 1

MISSED APCH FIX



Λ 4400

Λ 5396

Λ 4360

Λ 4136

4715

5036

Λ 4992

RW30

3999 ±

4119 ±

(FAF) CIYAR

ALLIANCE AIA

6800

216°

(28.3)

MSA RW 30 25 NM

6800

(IF/IAF) HAKAB

(IF/IAF) FOBVO

6700 NoPT

036°

(5)

6700 NoPT

216°

(5)

126°

306°

7 NM

ELEV 3967



ALBIN

7800

061°

(38.5)

Procedure NA for arrivals at Alliance VOR/DME V100 northeast bound and arrivals at Albin V81 southwest bound and V6 westbound.

6900

LEDSE



* LNAV only * 1.2 NM to RW30

RW30

1.2

4.1 NM

6.2 NM

7 NM

HAKAB

CIYAR

126°

306°

6700

GS 3.00°

TCH 53

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

4201-½

250

(300-½)

4300-¾

349

(400-¾)

4380-½

429

(500-½)

4500-1

533

(600-1)

4380-¾

429

(500-¾)

4500-½

533

(600-½)

4600-2

633

(700-2)

REIL Rwy 12

HIRL Rwy 12-30 1

MIRL Rwy 5-23 1

VORTAC BFF
112.6
Chan 73

APP CRS
063°

Rwy Idg
TDZE
Apt Elev

8002
3952
3967

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

VOR/DME RWY 5

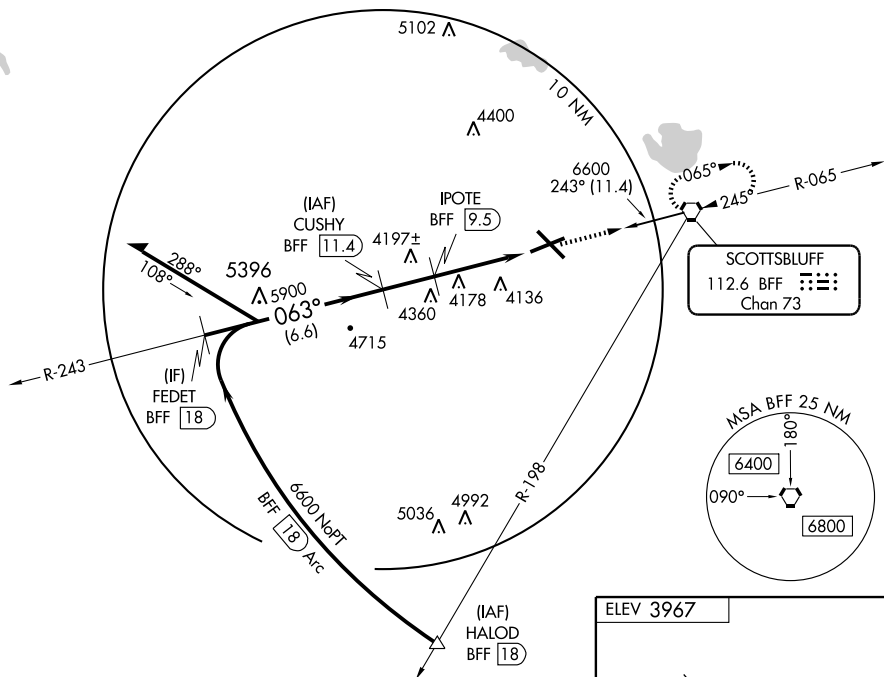
▼ When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM

CUSHY
BFF 11.4

6600

BFF
112.6

6600

243°

063°

5900

IPOTE
BFF 9.5

3.29°

TCH 50

5200

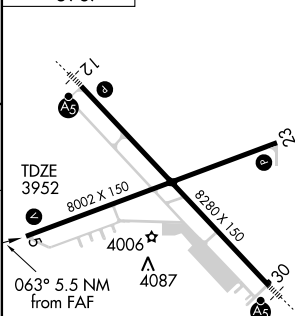
1.9 NM

3.6 NM

BFF 6

VGSI and descent angles
not coincident.

ELEV 3967



REIL Rwy 12
HIRL Rwy 12-30
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SCOTTSBLUFF, NEBRASKA
Amdt 5 08045

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
41°52'N-103°36'W

VOR/DME RWY 5

VORTAC BFF
Chan **73**

APP CRS
245°

Rwy Idg
TDZE **3967**

Apt Elev
3967

SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

VOR or TACAN RWY 23

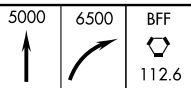
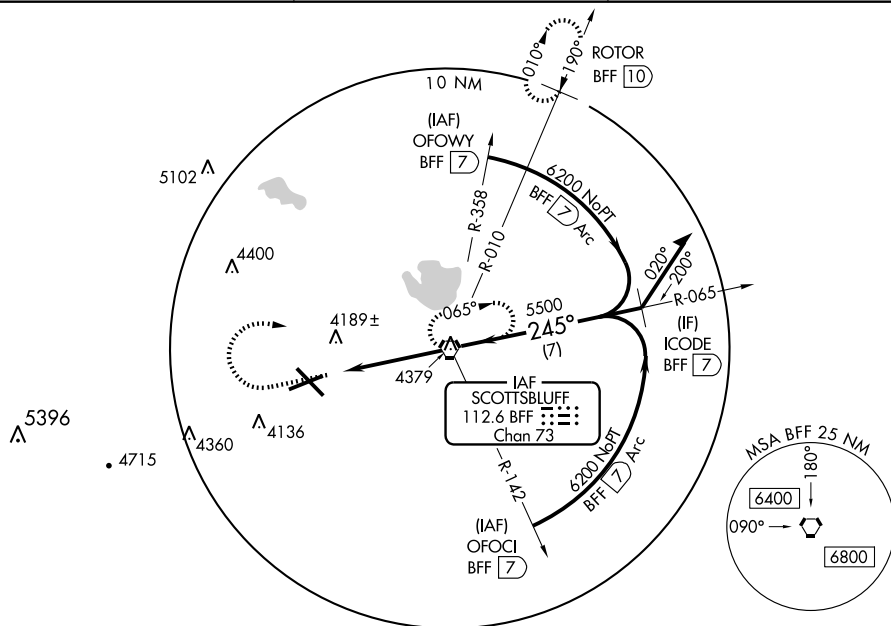
▼ If local altimeter setting not received, use Alliance altimeter setting and increase of MDAs 100 feet, increase S-23 CAT C/D visibilities ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS
121.025

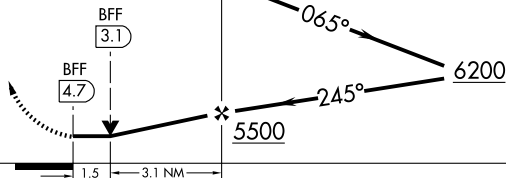
DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0

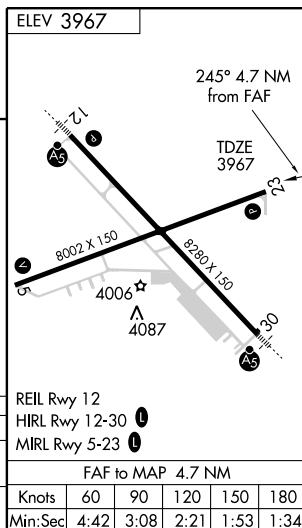


VORTAC

Remain
within 10 NM



CATEGORY	A	B	C	D
S-23	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4500-1¾ 533 (600-1¾)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)



SCOTTSBLUFF N41°53.65' W103°28.92' NOTAM FILE BFF.

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.
4170/13E.

RCO 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

CHEYENNE

H-5A, L-12F

SCOTTSBLUFF

WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (BFF) 3 E UTC-7(-6DT)

N41°52.44' W103°35.74'

3967 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF

RWY 12-30: H8279X150 (ASPH) S-75, D-110, 2S-139, 2D-190

HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'

RWY 30: MALSR.

RWY 05-23: H8002X150 (ASPH) S-36, D-58, 2D-106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50'.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52'. Road.

AIRPORT REMARKS: Attended 1300-0400Z. For svc after hrs call 308-635-0162. Waterfowl on and in/ovf arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-635-4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05-23, HIRL Rwy 12-30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (308) 632-8949.

COMMUNICATIONS: CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

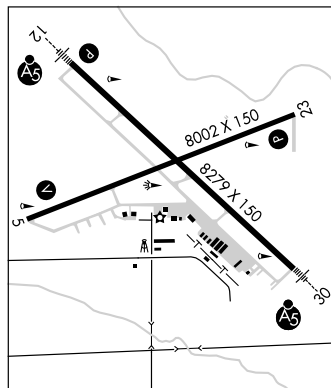
SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65' W103°28.92' 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16' W103°29.93' 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I-BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored.

LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I-RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.



SCRIBNER STATE (SCB) 3 SE UTC-6(-5DT) N41°36.62' W96°37.79'

1325 B FUEL 100LL TPA-2325(1000) NOTAM FILE OLU

RWY 17-35: H4200X75 (CONC) S-25 MIRL

RWY 12-30: H3199X60 (CONC)

RWY 30: Thld dsplcd 399'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. Assistant Manager lives on arpt 402-654-2723. Unlgt'd tower approx 1525' MSL 0.25 mile East.

COMMUNICATIONS: CTAF 122.9

Ⓡ OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

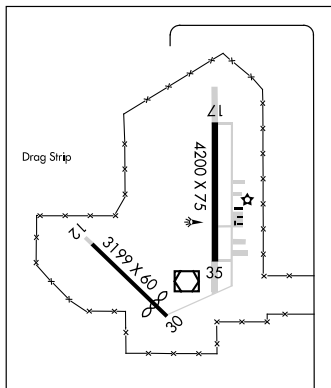
W96°44.52' 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32' W96°37.72' at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.

OMAHA

L-12I

IAP



APP CRS
173°

Rwy Idg	4200
TDZE	1318
Apt Elev	1325

RNAV (GPS) RWY 17
SCRIBNER STATE (SCB)

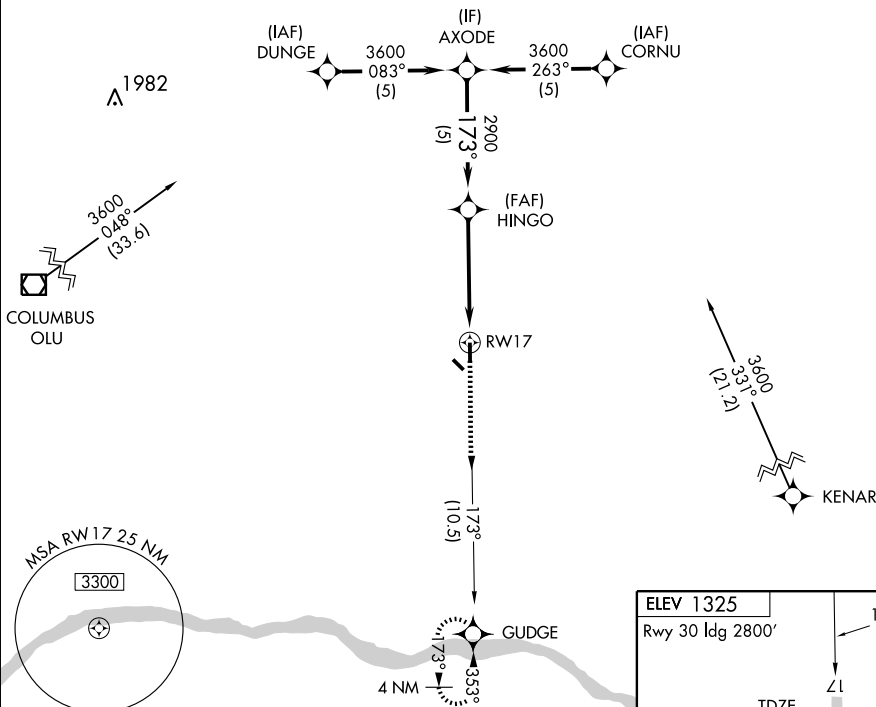
ANA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA. BARO-VNAV NA.
Use Fremont altimeter setting.

MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.

OMAHA APP CON
120.1 354.05

CTAF
122.9



3600
↑
CRS 173°



RW17

HINGO

2900

AXODE

3600

Procedure
Turn NA
GS 3.00°
TCH 40

CATEGORY	DESCRIPTION	AMOUNT
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
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81
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84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

A

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GLS PA DA

1700-1 1/4	382 (400-1 1/4)
------------	-----------------

NA

LNAV MDA

1820-1	502 (600-1)
1900-1½	575 (600-1½)

NA

MIRL Rwy 17-35

SCRIBNER, NEBRASKA

Orig 07186

41°37'N-96°38'W

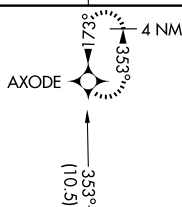
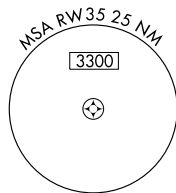
SCRIBNER STATE (SCB)

RNAV (GPS) RWY 17

NC-2, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 35

SCRIBNER STATE (SCB)

APP CRS
353°Rwy Idg **4200**
TDZE **1319**
Apt Elev **1325**GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA. BARO-VNAV NA.
Use Fremont altimeter setting.MISSED APPROACH: Climb to 3600 via 353° course
to AXODE WP and hold.OMAHA APP CON
120.1 354.05CTAF
122.9

(10.5)

RW35

(FAF)
FENIG

(5)

2900

(5)

3600

083°

(5)

3600

083°

(5)

3600

083°

(5)

3600

083°

(5)

COLUMBUS
OLU3600
085°
(27.4)(IAF)
HAGEG3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
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(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)3600
083°
(5)(IAF)
HALON3600
259° (8.3)

KENAR

ELEV 1325 Rwy 30 Idg 2800'

3600

AXODE

CRS 353°



RW35

FENIG

GUDGE

3600

Procedure
Turn NA
GS 3.00°
TCH 40'

2900

353°

4.8 NM

5 NM

CATEGORY

A

B

C

D

GLS PA DA

NA

LNAV/VNAV DA

1720-1½

401 (500-1½)

NA

LNAV MDA

1840-1

521 (600-1)

NA

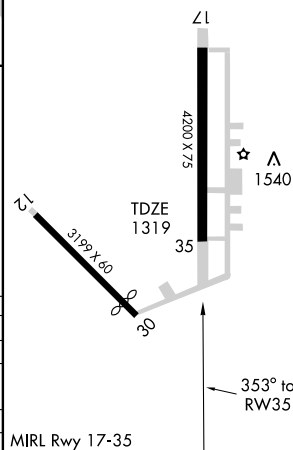
CIRCLING

1900-1½

575 (600-1½)

NA

MIRL Rwy 17-35



VOR/DME SCB 111.0 Chan 47	APP CRS 341°	Rwy Idg TDZE Apt Elev 4200 1319 1325
-----------------------------------------------	------------------------	--------------------------------------------------------------------------

VOR RWY 35

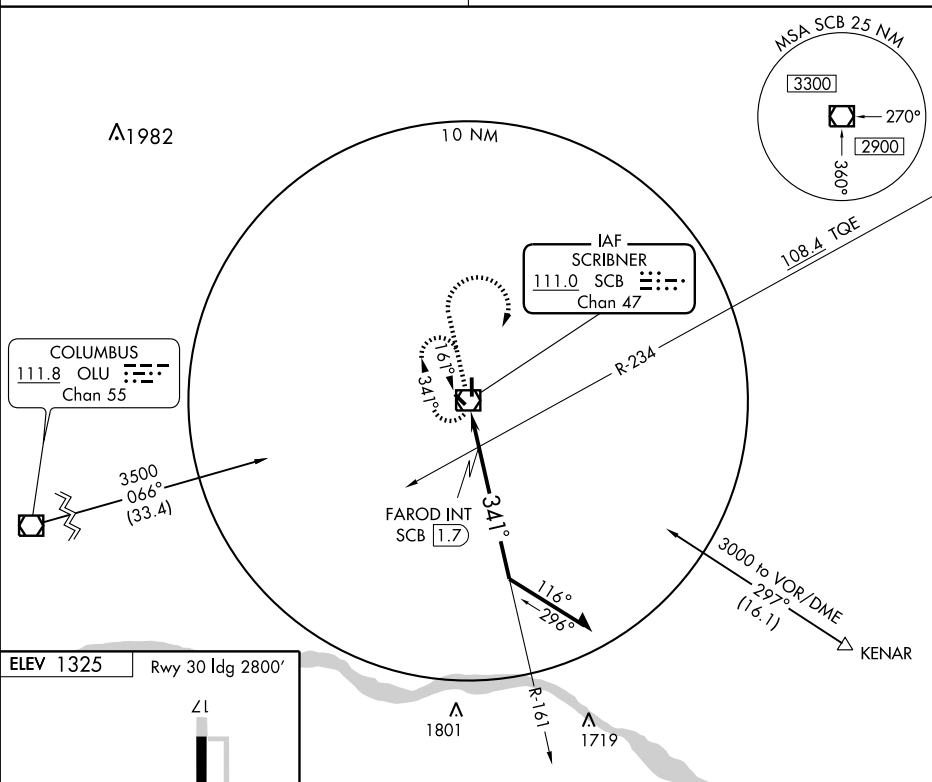
SCRIBNER STATE (SCB)

▲ NA Use Fremont altimeter setting.

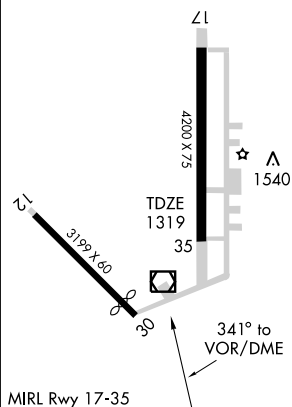
MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.

OMAHA APP CON
120.1 354.05

CTAF
122.9



ELEV 1325 Rwy 30 Idg 2800'



Knots	60	90	120	150	180
Min:Sec					

SCRIBNER, NEBRASKA

Amdt 2A 08073

	3000	SCB 111.0	VOR/DME	161°	341°	3000	1940	1.7 NM	3.02° TCH 40	Remain within 10 NM
CATEGORY	A	B	C	D	FAROD FIX MINIMUMS					
S-35	1940-1	621 (700-1)		NA						
CIRCLING	1940-1	615 (700-1)		NA						
S-35	1800-1	481 (500-1)		NA						
CIRCLING	1900-1	575 (600-1)		NA						

SCRIBNER STATE (SCB)

VOR RWY 35

41°37'N-96°38'W

SEWARD MUNI (SWT) 3 S UTC-6(-5DT) N40°51.88' W97°06.55'

1506 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 16-34: H4200X75 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

RWY 16: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 41'. Road.

RWY 04-22: 3400X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. ACTIVATE MIRL

Rwy 16-34; PAPI Rwy 16 and Rwy 34; windsock—CTAF.

NOTE: See Special Notices Section—Aerobatic Practice Areas.

COMMUNICATIONS: CTAF/UNICOM 122.8

LINCOLN RCO 122.65 (COLUMBUS RADIO)

① LINCOLN APP/DEP CON 124.0 (1130-0600Z±)

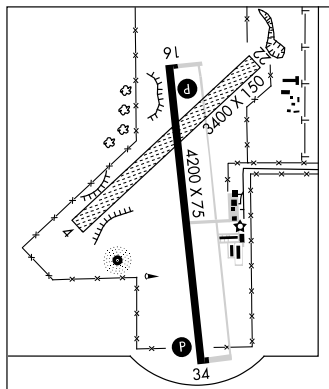
① MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'
W96°44.52' 249° 17.1 NM to fld. 1370/9E.

NDB (MHW) 269 SWT N40°51.68' W97°06.72' at fld.

NOTAM FILE OLU.



OMAHA

L-101

IAP

SIDNEY MUNI/LLOYD W CARR FLD (SNY) 3 S UTC-7(-6DT) N41°06.99' W102°59.10'

4313 B S3 FUEL 100LL, JET A NOTAM FILE SNY

RWY 13-31: H6600X100 (CONC) S-32, D-52, 2D-96 HIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 03-21: 4700X75 (TURF) 0.3% up SW

RWY 03: P-line. RWY 21: Hill.

AIRPORT REMARKS: Attended 1500-0100Z±. After hrs call

308-254-3379 or 970-217-1778. ACTIVATE HIRL Rwy 13-31,

and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 125.775 (308) 254-3525.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)

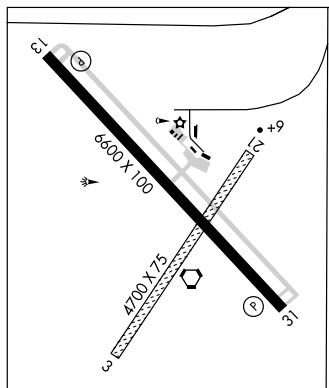
DENVER CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1200-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

(H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' at fld. 4300/13E. HIWAS.



CHEYENNE

H-5A, L-106, 12G

IAP

SO SIOUX CITY**MARTIN FLD** (7K8) 3 SW UTC-6(-5DT) N42°27.25' W96°28.35'

1100 B S4 FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3323X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 14: Berm. Rgt tfc. RWY 32: Thld dspcd 650'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. For attendant after hours, call 402-494-3667 or 712-258-6722. Rwy

14-32 edge lghts are approximately 75' fm centerline at approximately 400' spacing; 30 watts. For arpt bcn, call arpt manager on 402-494-3667. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 306° 9.3 NM to fld. 1087/9E.

HIWAS.

TOMMI NDB (MHW/LOM) 305 OI N42°27.61' W96°27.73' at fld. Unmonitored.

OMAHA

L-121

STUART-ATKINSON MUNI (See ATKINSON)

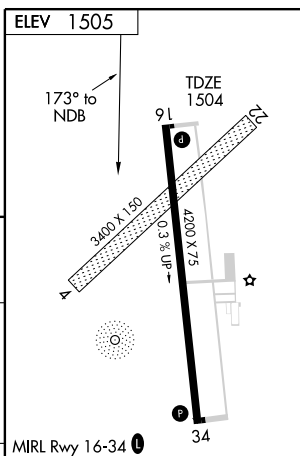
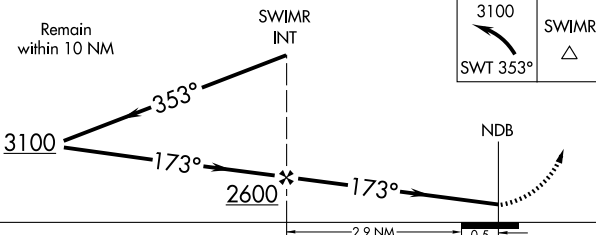
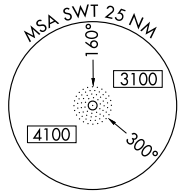
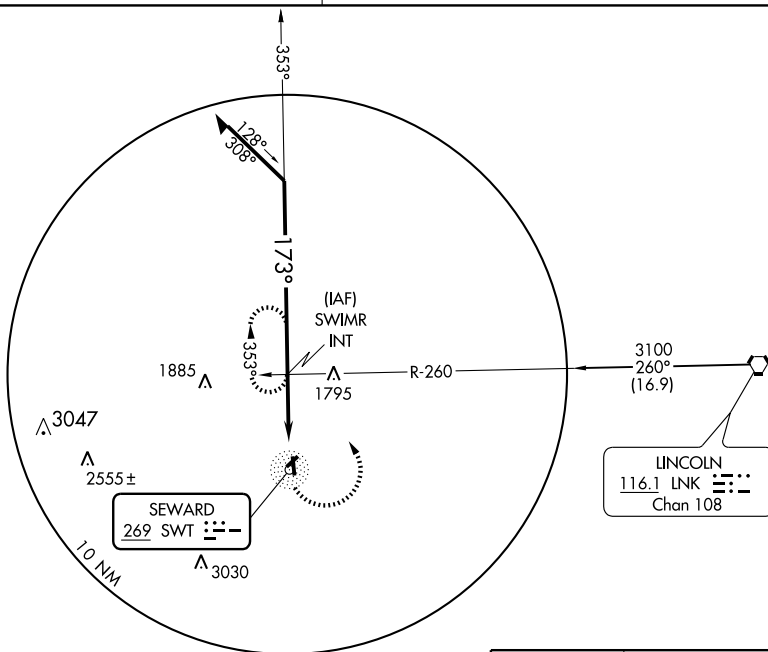
NDB SWT	APP CRS	Rwy Idg	4200
<u>269</u>	173°	TDZE	1504
		Apt Elev	1505

NDB RWY 16
SEWARD MUNI (SWT)

ANA Use Lincoln altimeter setting.

MISSED APPROACH: Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

LINCOLN APP CON ★
124.0 270.3

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
S-16	2040-1	536 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	2040-1	535 (600-1)	NA		Min:Sec	3:24	2:16	1:42	1:22	1:08

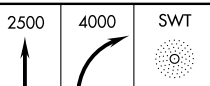
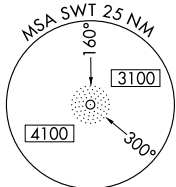
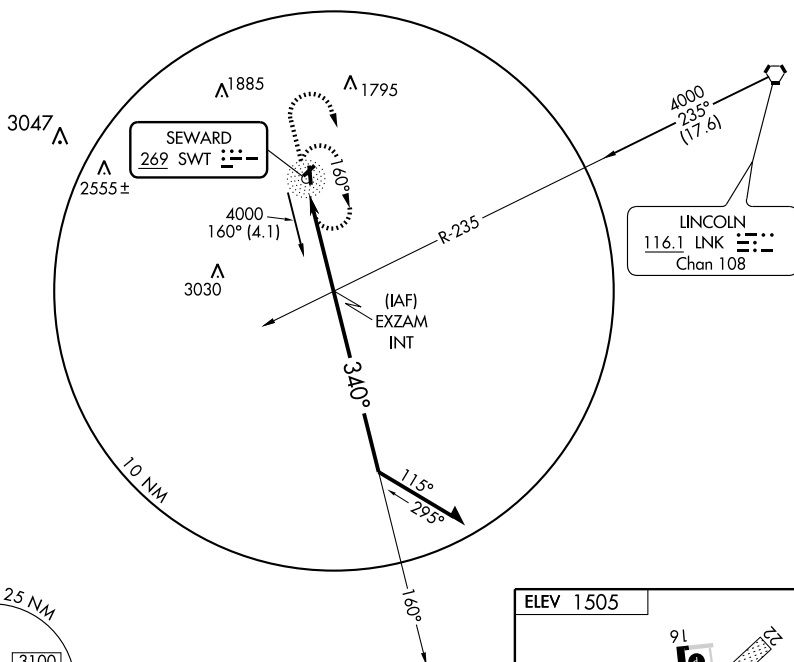
NDB SWT	APP CRS	Rwy Idg	4200
<u>269</u>	340°	TDZE	1505
		Apt Elev	1505

NDB RWY 34
SEWARD MUNI (SWT)

ANA Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.

LINCOLN APP CON ★
124.0 270.3

UNICOM
122.8 (CTAF) **L**

* EXZAM

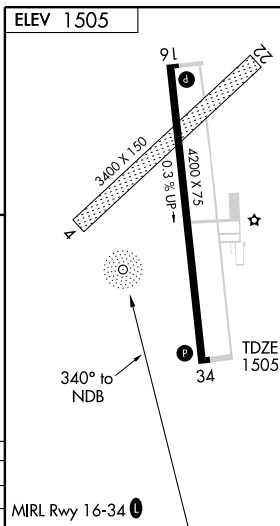
Remain
within 10 NM

NDB

2300

* Maintain 4000 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-34	2000-1	495 (500-1)		NA
CIRCLING	2020-1	515 (600-1)		NA



SEWARD, NEBRASKA

Orig-A 29JUL10

SEWARD MUNI (SWT)
NDB RWY 34

40°52'N - 97°07'W

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 56507 W16A	APP CRS 168°	Rwy Idg TDZE Apt Elev	4200 1505 1506
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RNAV (GPS) RWY 16

SEWARD MUNI (SWT)

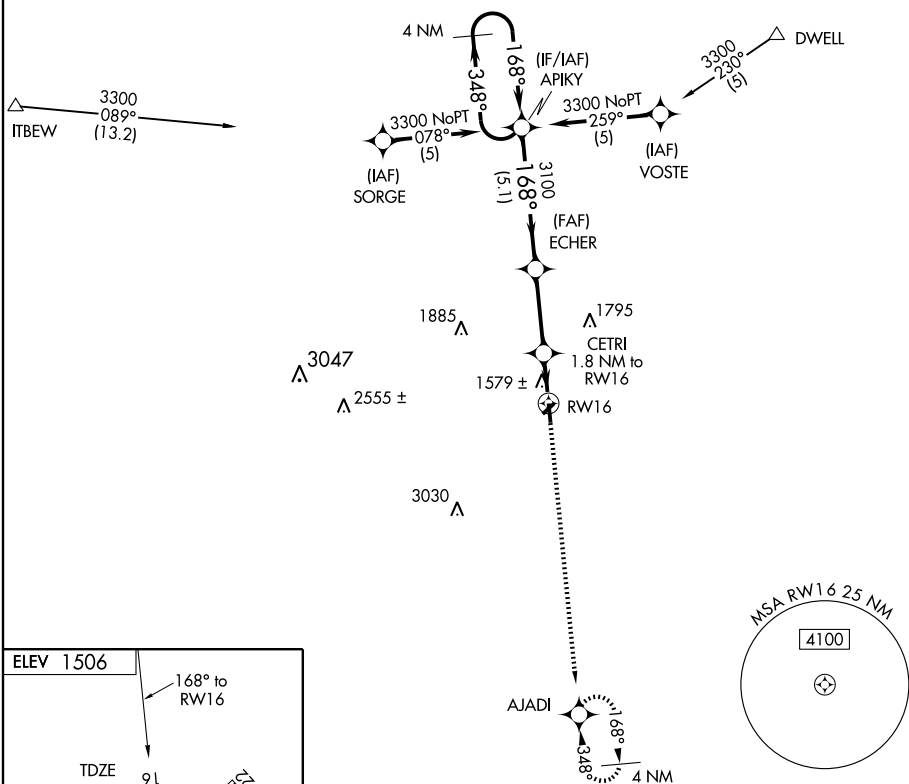


Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 3300 direct AJADI
and hold.

LINCOLN APP CON★
124.0 270.3

UNICOM
122.8 (CTAF) 0



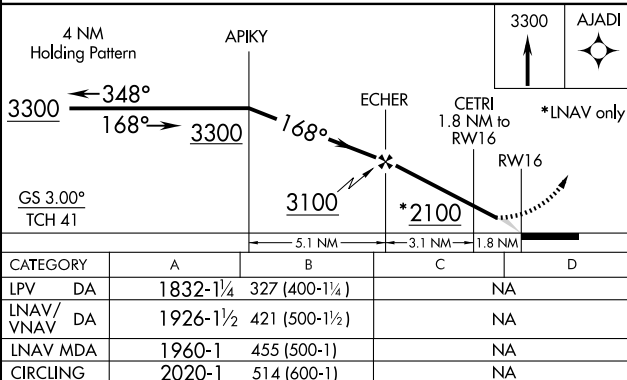
ELEV 1506

TDZE
1505

34

MIRL Rwy 16-34 0

SEWARD, NEBRASKA
Orig 08213



40°52'N-97°07'W

RNAV (GPS) RWY 16

WAAS CH 82407 W34A	APP CRS 348°	Rwy Idg 4200 TDZE 1506 Apt Elev 1506
----------------------------------------	------------------------	-----------------------------------------------------------------

RNAV (GPS) RWY 34

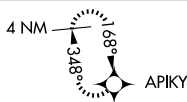
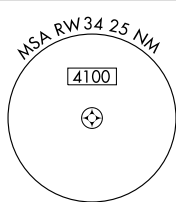
SEWARD MUNI (SWT)



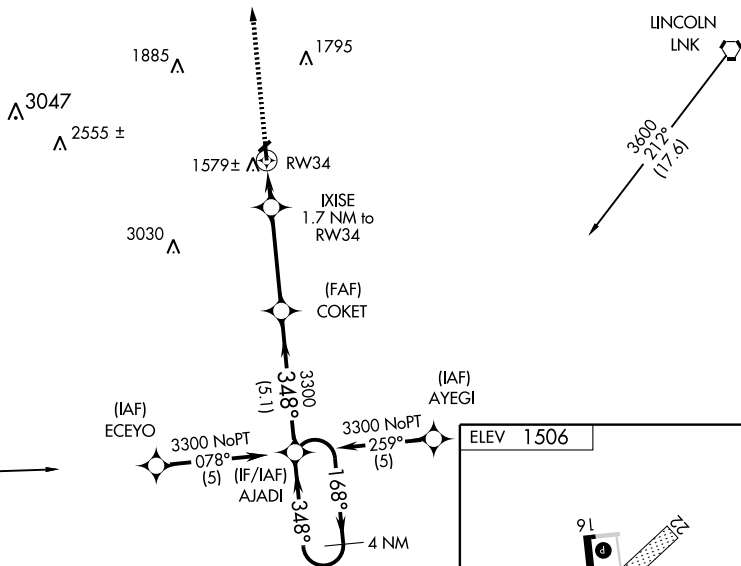
Baro-VNAV NA. DME/DME RNP-0.3NA.
 Visibility reduction by helicopters NA
 Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 3300 direct APIKY and hold.

LINCOLN APP CON ★
124.0 270.3

UNICOM
122.8 (CTAF) **L**

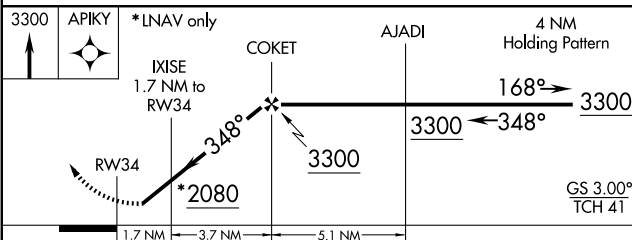
Procedure NA for arrivals on LNK VORTAC airway radials
190 CW 258 and arrivals at TEVUW via V61 west bound.



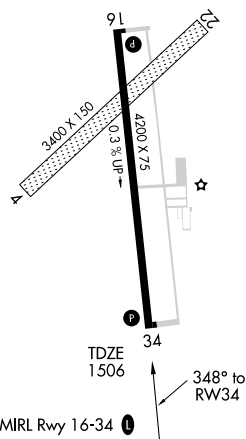
TEVUW

\triangle — 4000 — \rightarrow
082°
(11.5)

ELEV 1506



CATEGORY		A	B	C	D
LPV	DA	1833-1¼	327 (400-1¼)		NA
LNAV/ VNAV	DA	1926-1½	420 (500-1½)		NA
LNAV MDA		1960-1	454 (500-1)		NA
CIRCLING		2020-1	514 (600-1)		NA



SEWARD, NEBRASKA
Orig 08213

40°52'N-97°07'W

SEWARD MUNI (SWT)
RNAV (GPS) RWY 34

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

SEWARD MUNI (SWT) 3 S UTC-6(-5DT) N40°51.88' W97°06.55'

1506 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 16-34: H4200X75 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

RWY 16: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 41'. Road.

RWY 04-22: 3400X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. ACTIVATE MIRL

Rwy 16-34; PAPI Rwy 16 and Rwy 34; windsock—CTAF.

NOTE: See Special Notices Section—Aerobatic Practice Areas.

COMMUNICATIONS: CTAF/UNICOM 122.8

LINCOLN RCO 122.65 (COLUMBUS RADIO)

① LINCOLN APP/DEP CON 124.0 (1130-0600Z±)

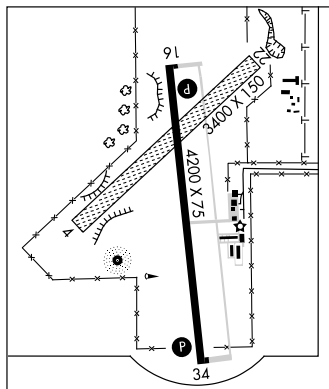
① MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'
W96°44.52' 249° 17.1 NM to fld. 1370/9E.

NDB (MHW) 269 SWT N40°51.68' W97°06.72' at fld.

NOTAM FILE OLU.



OMAHA

L-101

IAP

SIDNEY MUNI/LLOYD W CARR FLD (SNY) 3 S UTC-7(-6DT) N41°06.99' W102°59.10'

4313 B S3 FUEL 100LL, JET A NOTAM FILE SNY

RWY 13-31: H6600X100 (CONC) S-32, D-52, 2D-96 HIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 03-21: 4700X75 (TURF) 0.3% up SW

RWY 03: P-line. RWY 21: Hill.

AIRPORT REMARKS: Attended 1500-0100Z±. After hrs call

308-254-3379 or 970-217-1778. ACTIVATE HIRL Rwy 13-31,

and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 125.775 (308) 254-3525.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)

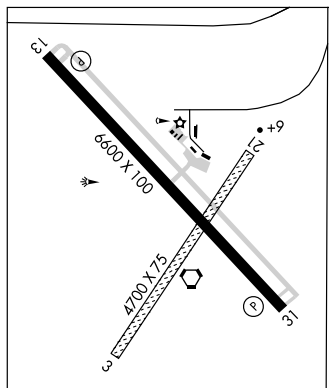
DENVER CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1200-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

(H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' at fld. 4300/13E. HIWAS.



CHEYENNE

H-5A, L-106, 12G

IAP

SO SIOUX CITY**MARTIN FLD** (7K8) 3 SW UTC-6(-5DT) N42°27.25' W96°28.35'

1100 B S4 FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3323X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 14: Berm. Rgt tfc. RWY 32: Thld dspcd 650'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. For attendant after hours, call 402-494-3667 or 712-258-6722. Rwy

14-32 edge lghts are approximately 75' fm centerline at approximately 400' spacing; 30 watts. For arpt bcn, call arpt manager on 402-494-3667. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 306° 9.3 NM to fld. 1087/9E.

HIWAS.

TOMMI NDB (MHW/LOM) 305 OI N42°27.61' W96°27.73' at fld. Unmonitored.

OMAHA

L-121

STUART-ATKINSON MUNI (See ATKINSON)

WAAS CH 82303 W13A	APP CRS 124°	Rwy Idg TDZE Apt Elev	6600 4313 4313
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RNAV (GPS) RWY 13

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

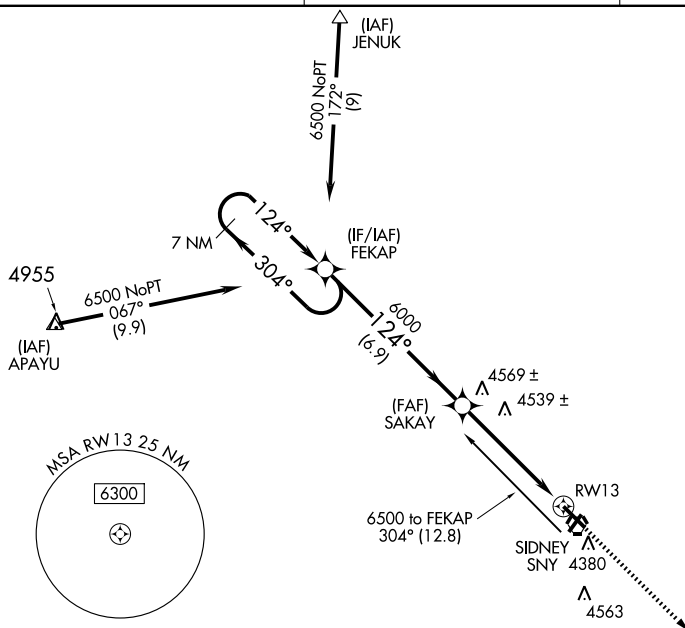
When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility $\frac{3}{4}$ mile, LNAV Cats C and D visibility $\frac{1}{2}$ mile and circling Cats C and D visibility $\frac{1}{4}$ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS
125.775

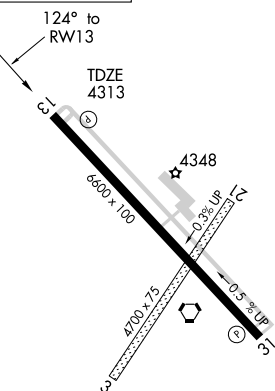
DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF) 0



ELEV 4313

Procedure NA for arrivals at SNY VORTAC via V138 eastbound.



REIL Rwy 13 and 31 0
HIRL Rwy 13-31 0



7 NM Holding Pattern				
FEKAP				
6500 ← 304° → 124° →				
GS 3.00° TCH 44				
SAKAY				
6000				
*1.4 NM to RWY 13 *LNAV only				
RWY 13				
6.9 NM 3.7 NM 1.4 NM				
CATEGORY	A		B	
LPV DA	4563- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	
LNAV MDA	4800-1 487 (500-1)		4800-1 $\frac{1}{4}$ 487 (500-1 $\frac{1}{4}$)	
CIRCLING	4800-1 487 (500-1)		4800-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)	

WAAS CH 86303 W31A	APP CRS 304°	Rwy Idg TDZE Apt Elev	6600 4290 4313
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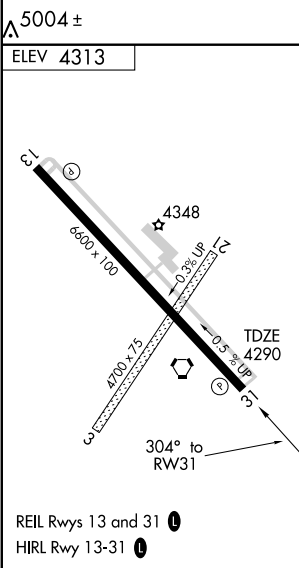
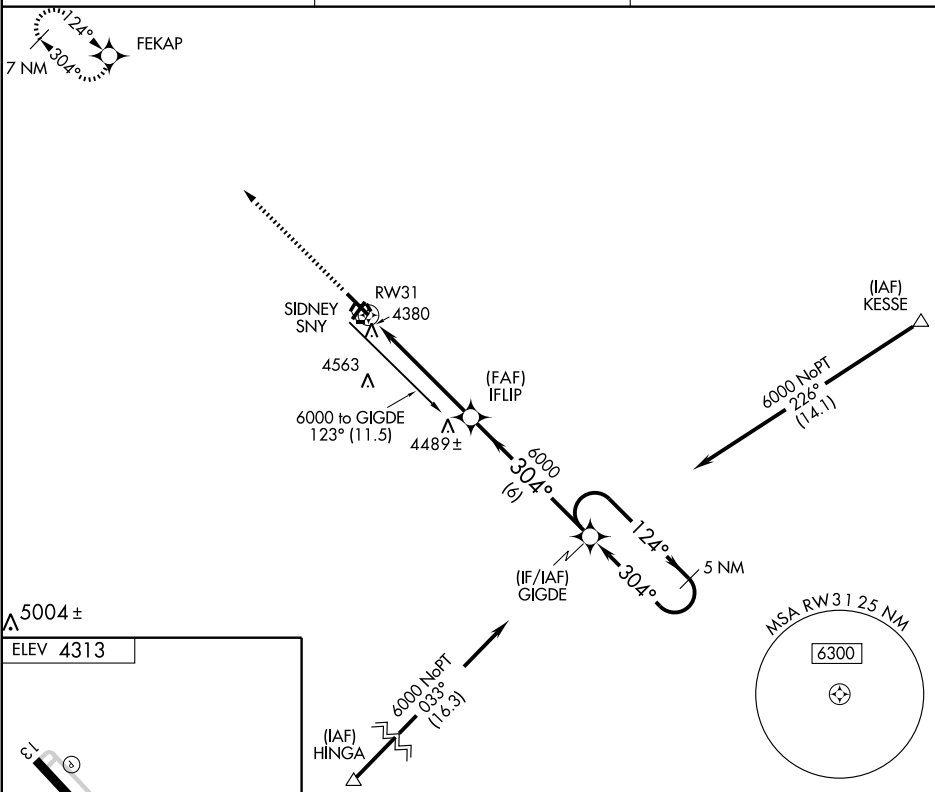
RNAV (GPS) RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

- T** When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500
direct FEKAP and hold.

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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VORTAC SNY
115.9
Chan 106

APP CRS
130°

Rwy Idg
TDZE
Apt Elev

6600
4313
4313

VOR/DME or TACAN RWY 13

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

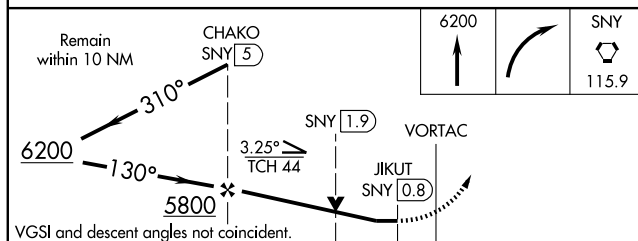
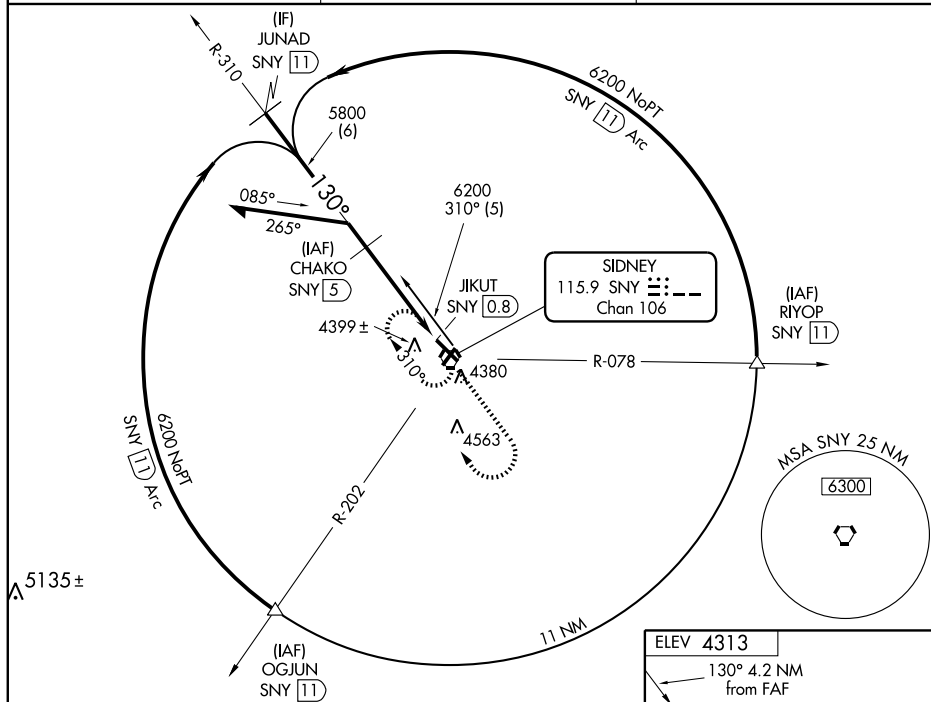
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

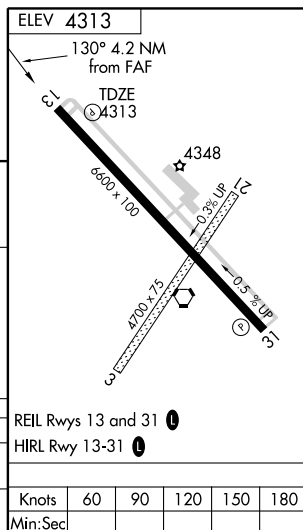
ASOS
125.775

DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	4700-1	387 (400-1)		4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)



VORTAC SNY
115.9
 Chan **106**

APP CRS
293°

Rwy Idg **6600**
 TDZE **4290**
 Apt Elev **4313**

VOR/DME or TACAN RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

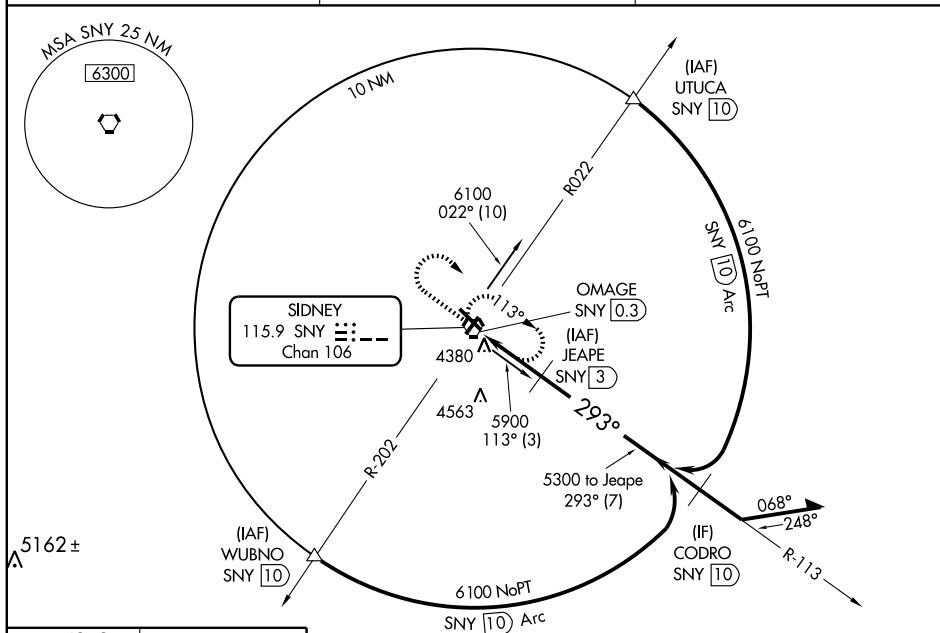
▼ When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

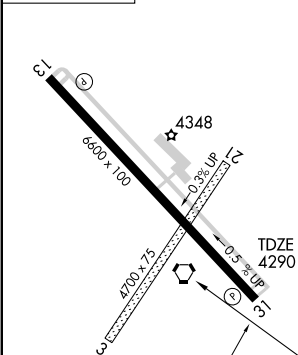
ASOS
125.775

DENVER CENTER
118,475 225.4

UNICOM
122.8 (CTAF) 0



ELEV **4313**



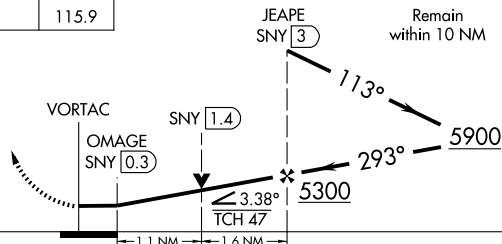
6100



SNY

115.9

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313
-----------------------------------------------	------------------------	-----------------------------------------------------------------

VOR RWY 13

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

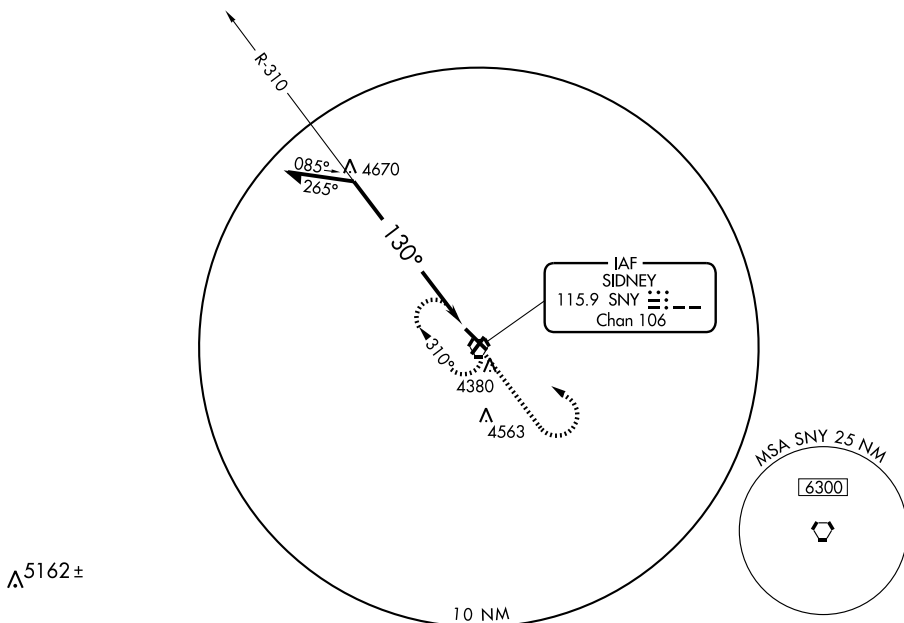
T When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility $\frac{1}{4}$ mile, Cats C and D visibility $\frac{3}{4}$ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS
125.775

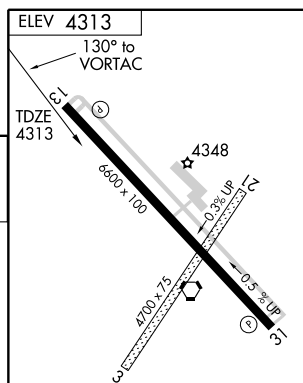
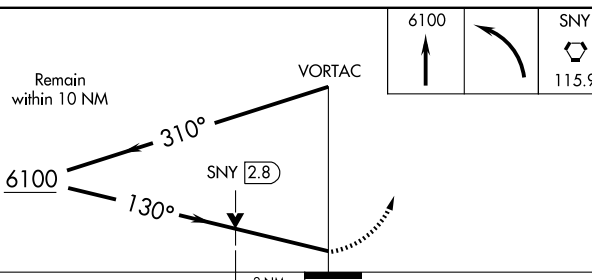
DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF) **L**



NC-2, 23 SEP 2010 to 21 OCT 2010

NC-2. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-13	4980-1	667 (700-1)	4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	4980-2 667 (700-2)
CIRCLING	4980-1	667 (700-1)	4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	4980-2 667 (700-2)

REIL Rwy 13 and 31 **L**
HIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec					

VORTAC SNY
115.9
 Chan **106**


APP CRS
293°

Rwy Idg
 TDZE
 Apt Elev

6600
4290
4313

VOR RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

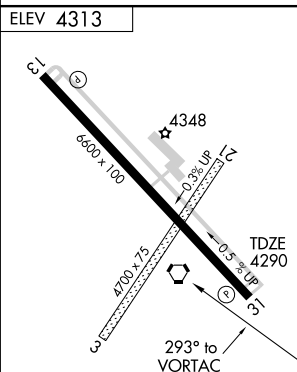
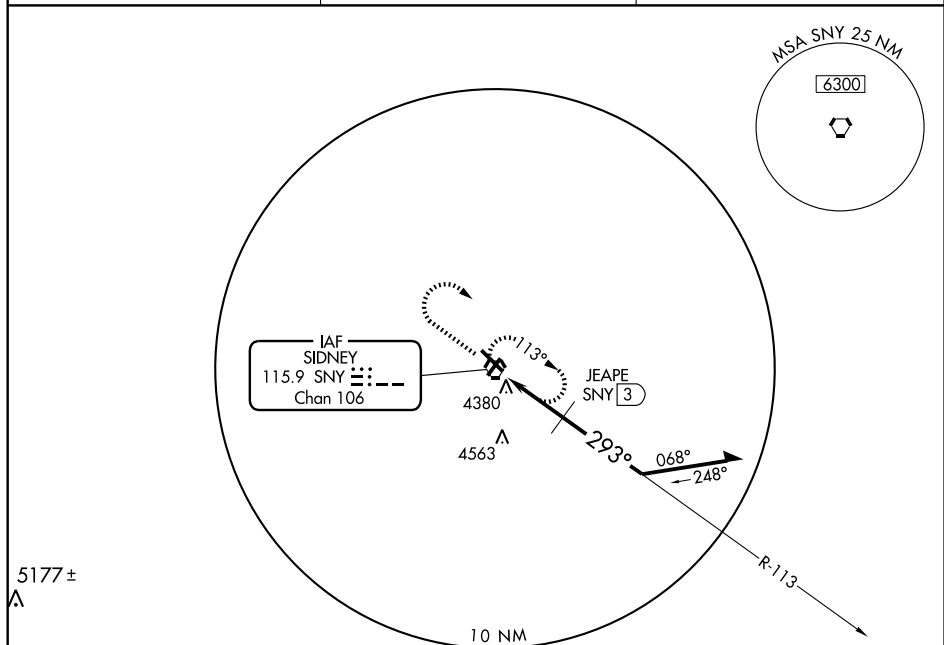

 When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase all Cat B visibility ¼ mile and all Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS
125.775

DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF) **0**



REIL Rwy 13 and 31 **0**
 HIRL Rwy 13-31 **0**

SIDNEY, NEBRASKA



Amdt 8 17DEC09

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

41°06' N-102°59' W

VOR RWY 31

NC-2, 23 SEP 2010 to 21 OCT 2010

6100 ↑				SNY 115.9 		VORTAC		Remain within 10 NM	

SUPERIOR MUNI (12K) 2 N UTC-6(-5DT) N40°02.78' W98°03.61'1691 B **FUEL** 100LL TPA-2491(800) NOTAM FILE OLU

RWY 14-32: H3702X60 (ASPH-CONC) LIRL 1.1% up NW

RWY 18-36: 3000X200 (TURF) 0.3% up S

RWY 18: Tree. RWY 36: Tank.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. For attendant after hours call 402-879-5262 or 402-879-5852. Twy lights OTS indef. ACTIVATE LIRL Rwy 14-32-CTAF.

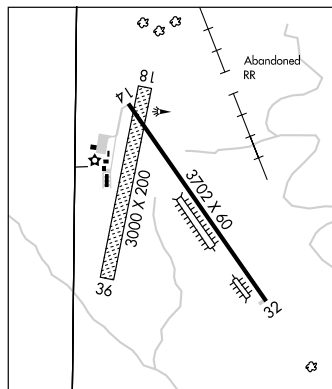
COMMUNICATIONS: CTAF/UNICOM 123.0

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'
W98°15.60' 023° 17.1 NM to fld. 1880/10E.

OMAHA
L-101
IAP

**TECUMSEH MUNI** (ØG3) 2 NE UTC-6(-5DT) N40°24.06' W96°10.23'1306 B **FUEL** 100LL TPA-2106(800) NOTAM FILE OLU

RWY 15-33: H3500X75 (CONC) S-6 MIRL

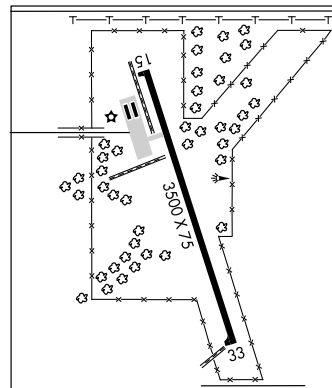
RWY 15: Trees.

AIRPORT REMARKS: Unattended. For fuel call 402-335-3303. ACTIVATE MIRL Rwy 15-33-CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'
W96°12.38' 003° 12.1 NM to fld. 1360/5E. HIWAS.

OMAHA
L-101

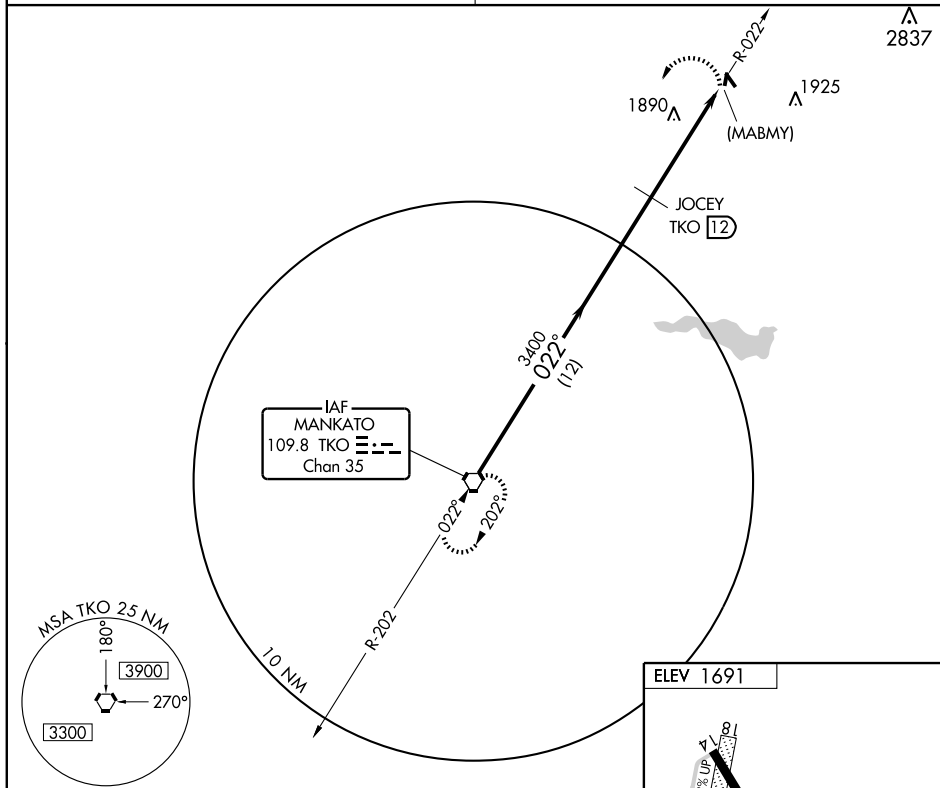


VORTAC TKO 109.8 Chan 35	APP CRS 022°	Rwy Idg TDZE Apt Elev	N/A N/A 1691
----------------------------------------------	------------------------	-----------------------------	-----------------------------------------

VOR/DME or GPS-A

SUPERIOR MUNI (12K)

<p>▼ Use Hastings altimeter setting; if not received, use</p> <p>▲ NA Grand Island altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3400 direct TKO VORTAC and hold.</p>
<p>MINNEAPOLIS CENTER 119.4 278.8</p>	<p>UNICOM 123.0 (CTAF) 0</p>



<p>VORTAC</p> <p>3400 — 022° — 3400</p> <p>Procedure Turn NA</p>				<p>JOCEY TKO 12</p> <p>3400</p>	<p>3400 TKO 109.8</p>												
<p>12 NM</p>				<p>4.8 NM</p>	<p>(MABMY) TKO 16.8</p>												
CATEGORY	A	B	C	D													
CIRCLING	2360-1 669 (700-1)		2360-1 669 (700-1 3/4)	NA													
GRAND ISLAND ALTIMETER SETTING MINIMUMS																	
CIRCLING	2400-1 709 (800-1)		2400-2 709 (800-2)	NA													
<p>ELEV 1691</p> <p>3000 X 200</p> <p>3702 X 650</p> <p>0.3% UP</p> <p>1.1% UP</p> <p>022° 4.8 NM from FAF</p> <p>LIRL Rwy 14-32 0</p>																	
<table border="1"> <tr> <td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr> <tr> <td>Min:Sec</td><td></td><td></td><td></td><td></td><td></td></tr> </table>						Knots	60	90	120	150	180	Min:Sec					
Knots	60	90	120	150	180												
Min:Sec																	

TEKAMAH MUNI (TQE) 2 SE UTC-6(-5DT) N41°45.81' W96°10.68'
 1027 B S4 FUEL 100LL, JET A TPA-2027(1000) NOTAM FILE TQE
 RWY 14-32: H4000X75 (CONC) S-30, D-45 MIRL
 RWY 14: Road. RWY 32: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 100LL fuel avbl
 24 hrs. Self svc. For attendant call 402-374-2505/1755.
 Airframe and Powerplant repairs-402-374-1700. ACTIVATE REIL
 Rwy 32-CTAF.

WEATHER DATA SOURCES: ASOS 127.275 (402) 374-2853.

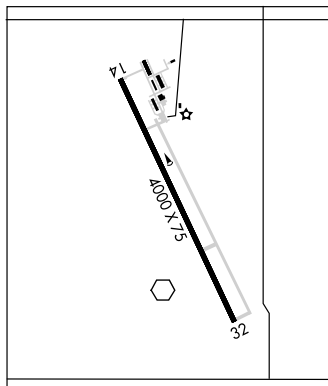
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'
 W96°19.42' 160° 35.4 NM to fld. 1087/9E. HIWAS.

(T) VORW 108.4 TQE N41°45.58' W96°10.71' at fld.
 1027/7E. NOTAM FILE TQE.
 VOR unusable 260°-280° byd 15 NM below 4000'.



THE O'NEILL MUNI-JOHN L BAKER FLD (See O'NEILL)

THEDFORD N41°58.90' W100°43.14' NOTAM FILE TIF.
 (L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored.
 RCO 122.4 (COLUMBUS RADIO).

OMAHA
 L-12G

THEDFORD

THOMAS CO (TIF) 1 S UTC-6(-5DT) N41°57.76' W100°34.22'
 2925 B FUEL 100LL NOTAM FILE TIF Not insp.

RWY 11-29: H4400X60 (ASPH) MIRL 0.3% up NW

AIRPORT REMARKS: Unattended.

WEATHER DATA SOURCES: AWOS-3 120.825 (308) 645-0488.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE TIF.

THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90' W100°43.14' 091° 6.8 NM to fld.
 3175/9E. VOR unmonitored.

OMAHA
 L-12G
 IAP

THOMAS CO (See THEDFORD)

TOMMI N42°27.61' W96°27.73' NOTAM FILE SUX.
 NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored.

OMAHA
 L-12I

TRENTON MUNI (9V2) 1 NW UTC-7(-6DT) N40°11.25' W101°01.53'

2796 B TPA-3796(1000) NOTAM FILE OLU

RWY 14-32: 2360X280 (TURF) MIRL

RWY 14: Road.

RWY 01-19: 2260X300 (TURF)

RWY 01: Trees. RWY 19: Road.

AIRPORT REMARKS: Unattended. Rwy 01-19 rough. Rwy 01-19 edges marked with orange cones and thlds marked with panels.

COMMUNICATIONS: CTAF 122.9

CHEYENNE

APP CRS 146°	Rwy Idg 4000
	TDZE 1027
	Apt Elev 1027

RNAV (GPS) RWY 14

TEKAMAH MUNI (TQE)

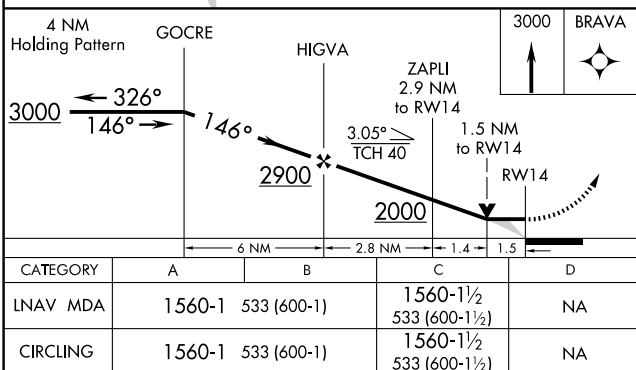
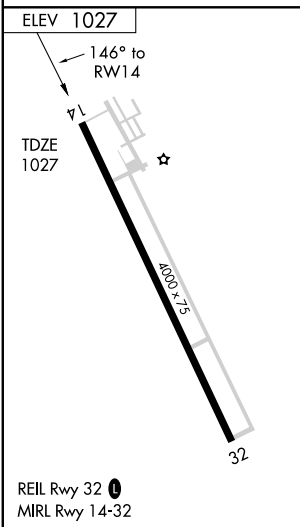
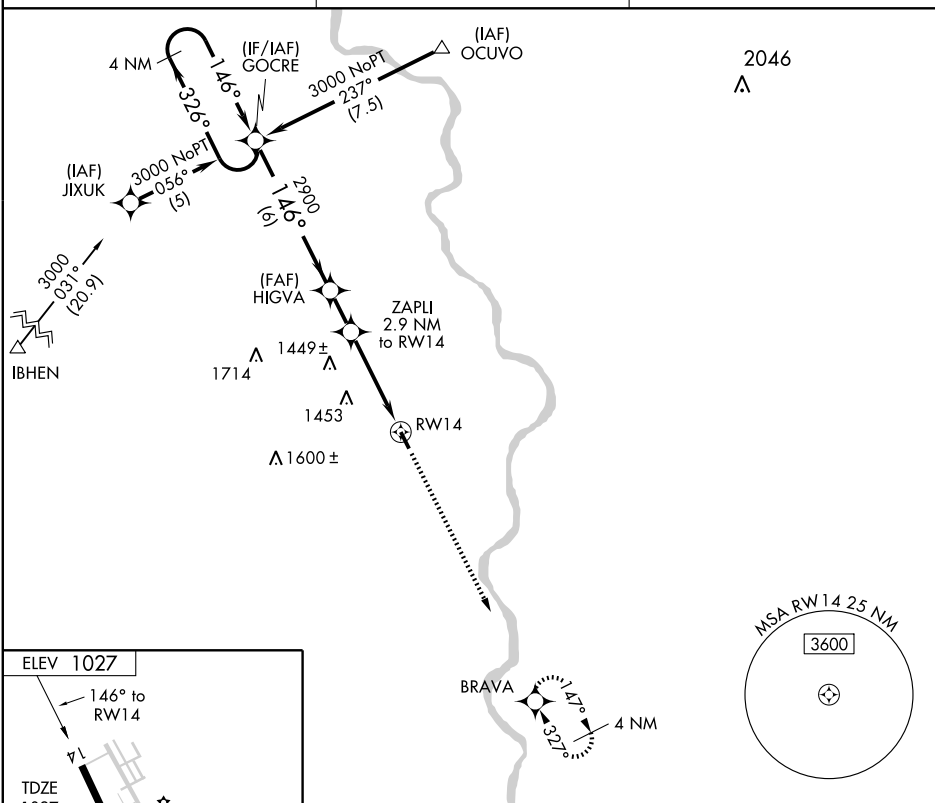
V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS
127.275

OMAHA APP CON
124.5 263.0

UNICOM
123.0 (CTAF) 0



APP CRS
327°

Rwy Idg **4000**
TDZE **1026**
Apt Elev **1027**

RNAV (GPS) RWY 32

TEKAMAH MUNI (TQE)

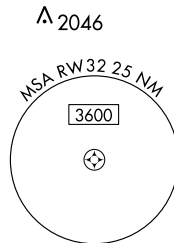
▽ DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting.
⚠ When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000
direct GOCRE and hold.

ASOS
127.275

OMAHA APP CON
124.5 263.0

UNICOM
123.0 (CTAF) 0



1714 **△**

1453 **△**

1600 ± **△**

1129 ± **△** RW32

OTEKE
3 NM to
RW32

(FAF)
ANISY

2400

327°

3000 NoPT

243°

(5.1)

147°

327°

4 NM

(IAF)
HOKRU

ELEV 1027



REIL Rwy 32 **0**
MIRL Rwy 14-32

327° to
RW32

3000

GOCRE



OTEKE
3 NM to
RW32

ANISY

BRAVA

4 NM
Holding Pattern

1 NM to
RW32

3.04°

TCH 40

2400

2020

1 NM

2 NM

1.1 NM

6 NM

CATEGORY

A

B

C

D

LNAV MDA

1380-1 354 (400-1)

NA

CIRCLING

1460-1

1480-1

1480-1½

NA

433 (500-1)

453 (500-1)

453 (500-1½)

VOR TQE
108.4

APP CRS
315°

Rwy Idg **4000**
TDZE **1026**
Apt Elev **1027**

VOR RWY 32
TEKAMAH MUNI (TQE)

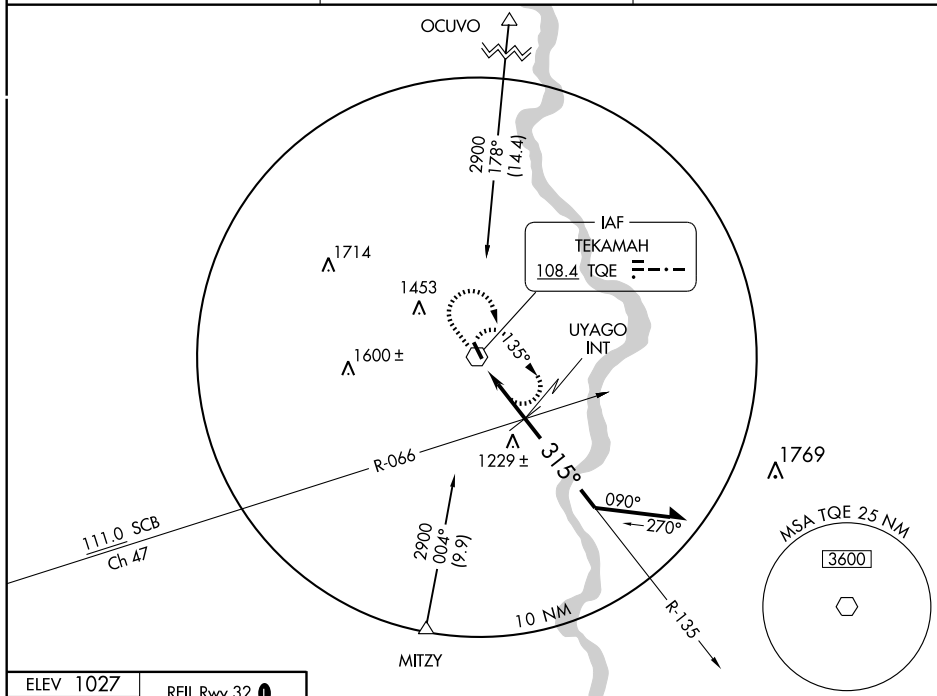
▽ When local altimeter setting not received, use Fremont
altimeter setting and increase UYAGO fix minimums
MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900
then right turn direct TQE VOR and hold.

ASOS
127.275

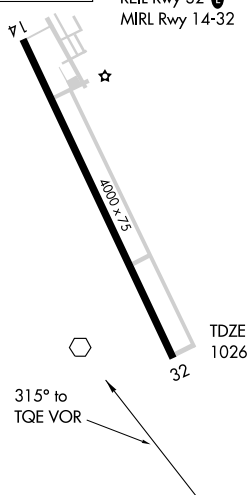
OMAHA APP CON
124.5 263.0

UNICOM
123.0 (CTAF) 0



ELEV 1027

REIL Rwy 32
MIRL Rwy 14-32



2900	TQE VOR	VOR	135°	UYAGO INT	315°	2900	1840	2.78°	TCH 40	2.8 NM	Remain within 10 NM
CATEGORY	A	B	C	D	UYAGO FIX MINIMUMS						
S-32	1840-1 814 (900-1)	1840-1½ 814 (900-1½)	1840-2½ 814 (900-1½)	NA							
CIRCLING	1840-1 813 (900-1)	1840-1½ 813 (900-1½)	1840-2½ 813 (900-1½)	NA							
CATEGORY	A	B	C	D							
S-32	1480-1	454 (500-1)	1480-1½ 454 (500-1½)	NA							
CIRCLING	1480-1	453 (500-1)	1480-1½ 453 (500-1½)	NA							

TEKAMAH MUNI (TQE) 2 SE UTC-6(-5DT) N41°45.81' W96°10.68'
 1027 B S4 FUEL 100LL, JET A TPA-2027(1000) NOTAM FILE TQE
 RWY 14-32: H4000X75 (CONC) S-30, D-45 MIRL
 RWY 14: Road. RWY 32: REIL. Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 100LL fuel avbl
 24 hrs. Self svc. For attendant call 402-374-2505/1755.
 Airframe and Powerplant repairs-402-374-1700. ACTIVATE REIL
 Rwy 32-CTAF.

WEATHER DATA SOURCES: ASOS 127.275 (402) 374-2853.

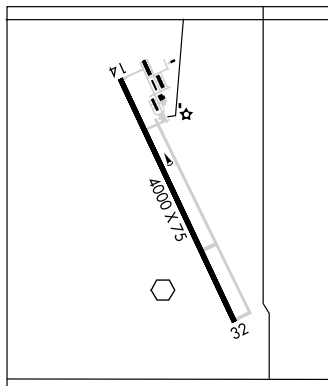
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'
 W96°19.42' 160° 35.4 NM to fld. 1087/9E. HIWAS.

(T) VORW 108.4 TQE N41°45.58' W96°10.71' at fld.
 1027/7E. NOTAM FILE TQE.
 VOR unusable 260°-280° byd 15 NM below 4000'.



THE O'NEILL MUNI-JOHN L BAKER FLD (See O'NEILL)

THEDFORD N41°58.90' W100°43.14' NOTAM FILE TIF.
 (L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored.
 RCO 122.4 (COLUMBUS RADIO).

OMAHA
 L-12G

THEDFORD

THOMAS CO (TIF) 1 S UTC-6(-5DT) N41°57.76' W100°34.22'
 2925 B FUEL 100LL NOTAM FILE TIF Not insp.

RWY 11-29: H4400X60 (ASPH) MIRL 0.3% up NW

AIRPORT REMARKS: Unattended.

WEATHER DATA SOURCES: AWOS-3 120.825 (308) 645-0488.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE TIF.

THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90' W100°43.14' 091° 6.8 NM to fld.
 3175/9E. VOR unmonitored.

OMAHA
 L-12G
 IAP

THOMAS CO (See THEDFORD)

TOMMI N42°27.61' W96°27.73' NOTAM FILE SUX.
 NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored.

OMAHA
 L-12I

TRENTON MUNI (9V2) 1 NW UTC-7(-6DT) N40°11.25' W101°01.53'

2796 B TPA-3796(1000) NOTAM FILE OLU

RWY 14-32: 2360X280 (TURF) MIRL

RWY 14: Road.

RWY 01-19: 2260X300 (TURF)

RWY 01: Trees. RWY 19: Road.

AIRPORT REMARKS: Unattended. Rwy 01-19 rough. Rwy 01-19 edges marked with orange cones and thlds marked with panels.

COMMUNICATIONS: CTAF 122.9

CHEYENNE

WAAS CH 69218 W11A	APP CRS 110°	Rwy Idg 4400 TDZE 2925 Apt Elev 2925
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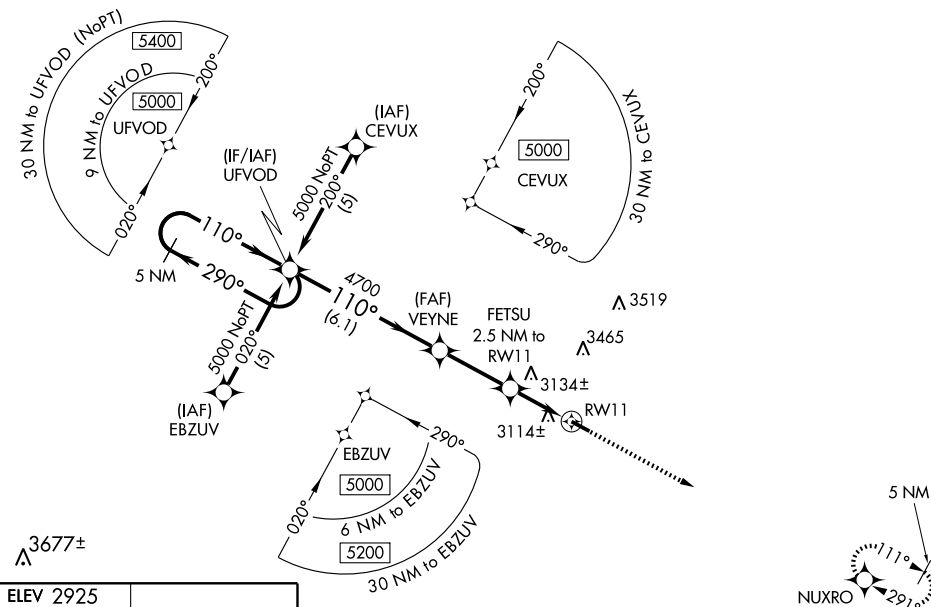
RNAV (GPS) RWY 11

THEDFORD/ THOMAS COUNTY (TIF)

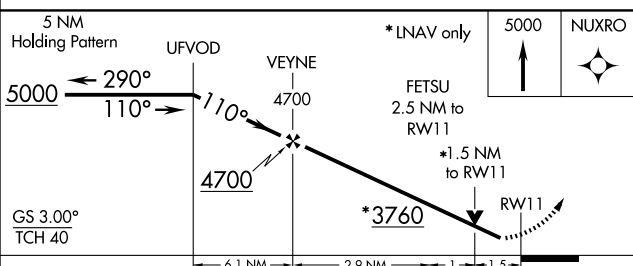
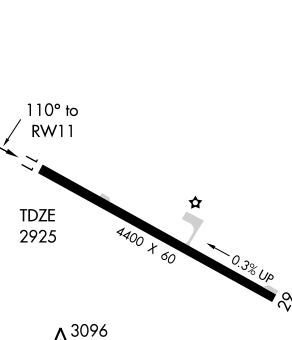
T Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet, increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct NUXRO and hold.

AWOS-3
120.825

DENVER CENTER
127.95 338.2CTAF
122.9

ELEV 2925



CATEGORY	A	B	C	D
LPV DA	3175-1	250 (300-1)	NA	
LNAV/VNAV DA	3490-2	565 (600-2)	NA	
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

THEDFORD, NEBRASKA
Amdt 2 29JUL10

41° 58' N-100° 34' W

THEDFORD/ THOMAS COUNTY (TIF)
RNAV (GPS) RWY 11

NC-2. 23 SEP 2010 to 21 OCT 2010

NC-2, 23 SEP 2010 to 21 OCT 2010

WAAS CH 65718 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	4400 2920 2925
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RNAV (GPS) RWY 29

THEDFORD/ THOMAS COUNTY (TIF)

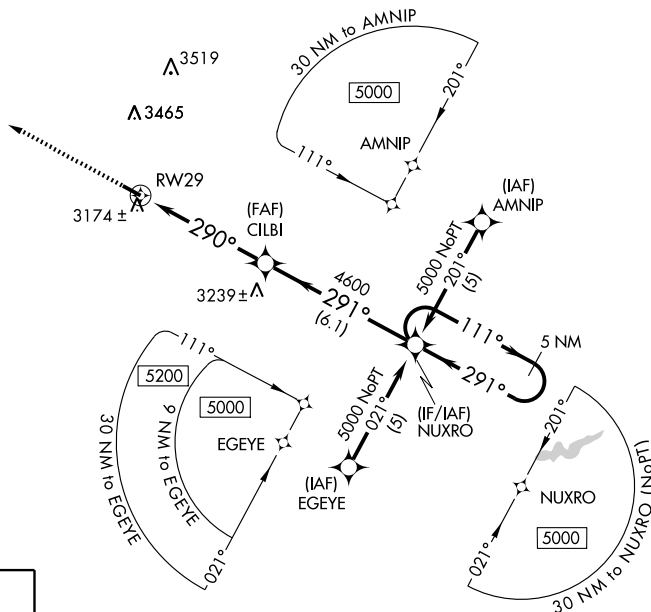
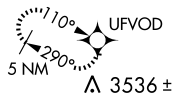
- ▼ Baro-VNAV NA when using North Platte altimeter setting. For uncompensated
- ▲ Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH:
Climb to 5000 direct
UFVOD and hold.

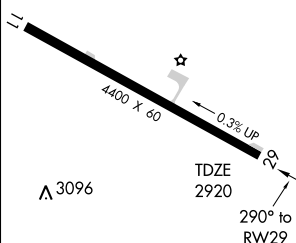
AWOS-3
120.825

DENVER CENTER
127.95 338.2

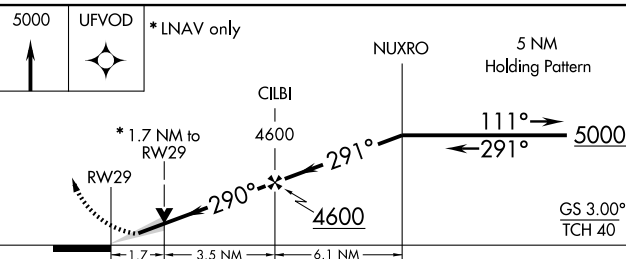
CTAF
122.9



ELEV 2925



MIRL Rwy 11-29



CATEGORY	A	B	C	D
LPV DA	3170-1	250 (300-1)	NA	
LNAV/VNAV DA	3444-2	524 (600-2)	NA	
LNAV MDA	3480-1	560 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

VOR/DME TDD
108.6
Chan **23**

APP CRS
272°

Rwy Idg	4400
TDZE	2921
Apt Elev	2925

VOR/DME RWY 29
THEDFORD/ THOMAS COUNTY (TIF)

T When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.

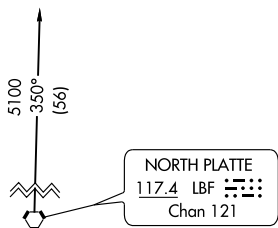
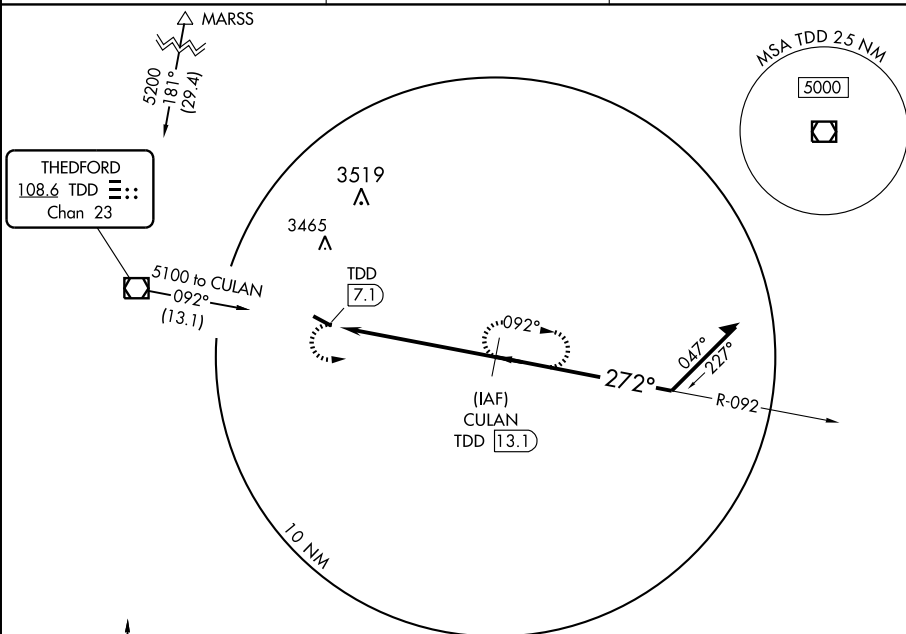
A NA VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3
120.825

DENVER CENTER
127.95 338.2

CTAF
122.9



4900
dg 049°
OD R-092

CULAN
TDD 131

CULAN
TDD 13.1

Remain
within 10 NM

TD
7

TDD
8.7

490

$$\leq \underline{4900}$$

1

A

--	--

55

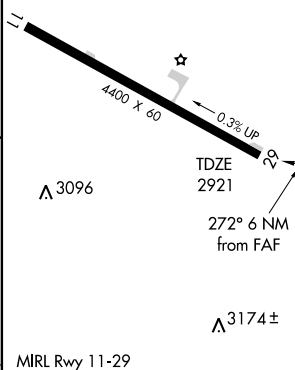
B

0-1)

C

D

ELEV 2925



MIRL Rwy 11-29

THE D FORD, NEBRASKA

Amdt 1 08269

THEDFORD/ THOMAS COUNTY (TIF)

VOR/DME RWY 29

41° 58' N-100° 34' W

NC-2. 23 SEP 2010 to 21 OCT 2010

VOR/DME TDD 108.6 Chan 23	APP CRS 090°	Rwy Idg TDZE Apt Elev 2925 2925	4400 2925 2925
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VOR RWY 11

THEDFORD/ THOMAS COUNTY (TIF')

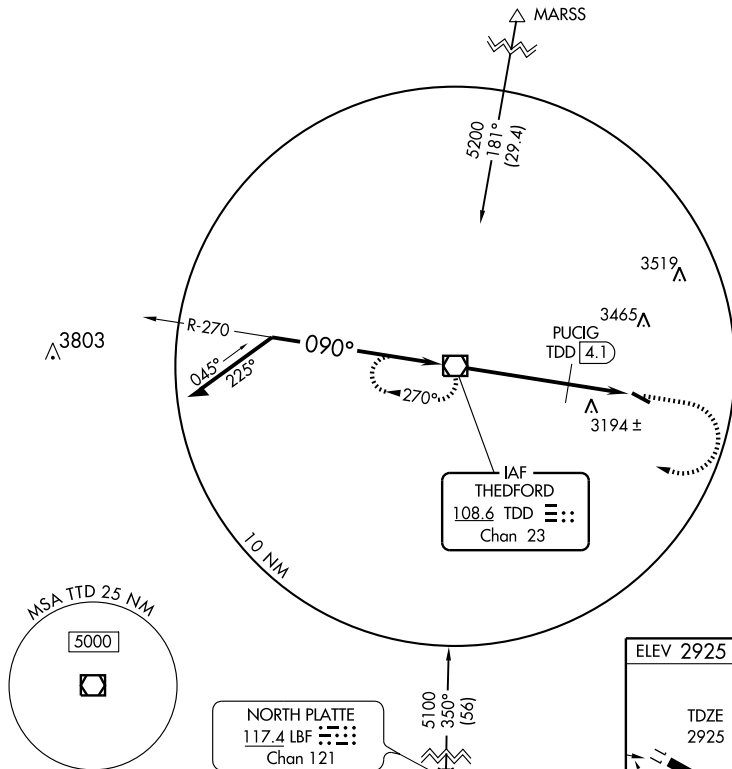
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3
120.825

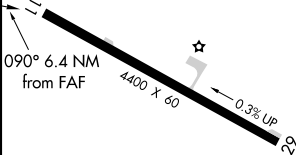
DENVER CENTER
127.95 338.2

CTAF
122.9



ELEV 2925

TDZE 2925

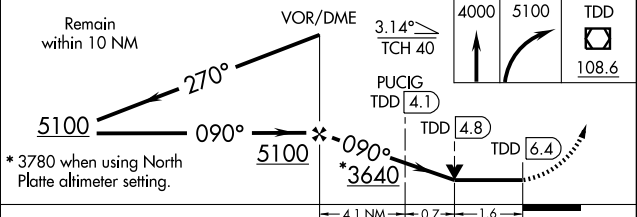


△ 3096

MIRL Rwy 11-29

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)		NA
CIRCLING	3640-1	715 (800-1)		NA
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)		NA
CIRCLING	3500-1	575 (600-1)		NA

UTICA

FLYING V (ØJ9) 2 S UTC-6(-5DT) N40°52.07' W97°21.25'

1585 NOTAM FILE OLU

RWY 17-35: H3000X50 (CONC) S-12.5

RWY 17: Thld dsplcd 200'. Road.

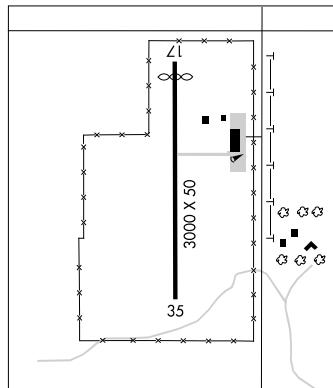
AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

W96°44.52' 254° 28.1 NM to fld. 1370/9E.



OMAHA
L-101

VALENTINE N42°51.70' W100°32.98' NOTAM FILE VTN.

NDB (MHW) 314 VTN at Miller Fld.

OMAHA
L-12G

VALENTINE

MILLER FLD (VTN) 1 S UTC-6(-5DT) N42°51.40' W100°32.94'

2596 B S4 **FUEL** 100LL, JET A NOTAM FILE VTN

RWY 14-32: H4703X100 (CONC) S-30, D-42.5 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 43'. Fence.

RWY 03-21: H3701X60 (ASPH) S-12.5 MIRL 0.3% up S

RWY 03: PAPI(P2L)—GA 3.0° TCH 39'.

RWY 21: PAPI(P2L)—GA 3.0° TCH 45'. Thld dsplcd 300'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-3700 TODA-3700 ASDA-3700 LDA-3700

RWY 21: TORA-3700 TODA-3700 ASDA-3700 LDA-3400

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Fuel avbl 24 hrs with credit card or by prior arrangement, call 402-376-1611.

ACTIVATE MIRL Rwy 03-21 and Rwy 14-32, PAPI Rwy 03, Rwy 21,

Rwy 14 and Rwy 32, REIL Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS 118.075 (402) 376-1673.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

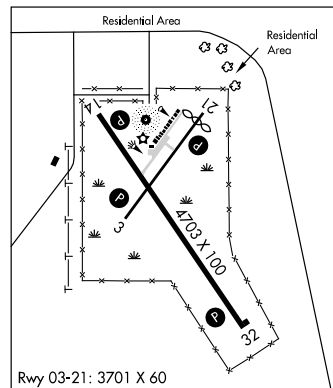
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 296° 30.2 NM to fld. 2582/9E. **HIWAS.**

VALENTINE NDB (MHW) 314 VTN N42°51.70' W100°32.98'

at fld. NOTAM FILE VTN.

OMAHA
L-12G
IAP



Rwy 03-21: 3701 X 60

NDB VTN

314

APP CRS

321°

Rwy Idg

TDZE

Apt Elev

4703**2588****2591****NDB RWY 32**

VALENTINE/MILLER FIELD (VTN)



MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

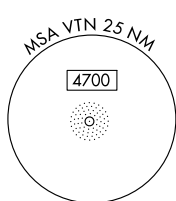
ASOS

118.075

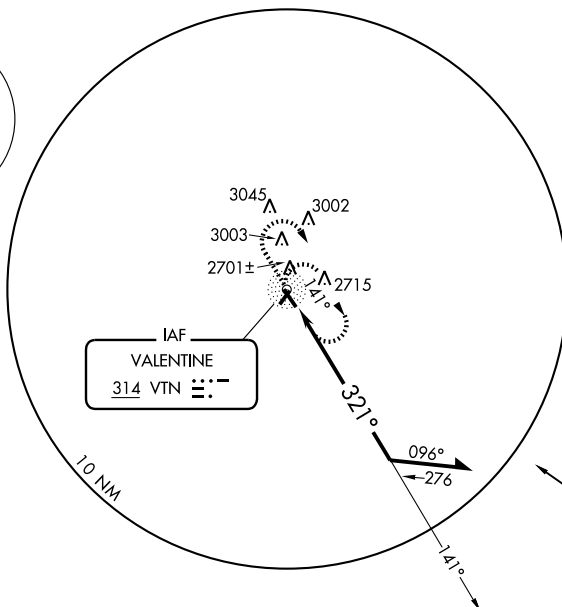
DENVER CENTER

127.95 338.2

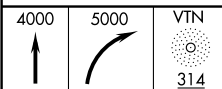
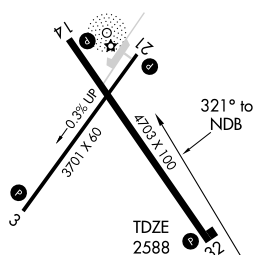
UNICOM

122.8 (CTAF) 0

A 3290

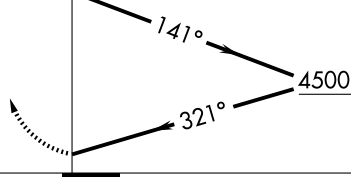


ELEV 2591

D

NDB

Remain within 10 NM



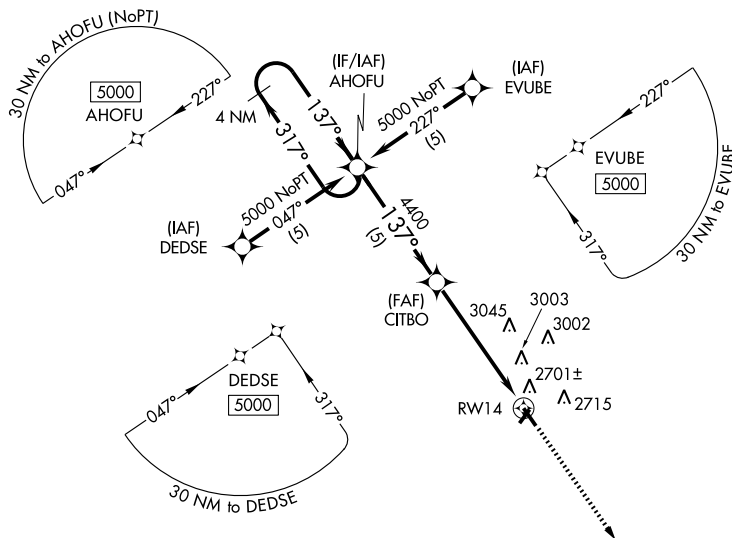
CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

REIL Rwy 32 **0**MRL Rwy 3-21 and 14-32 **0**

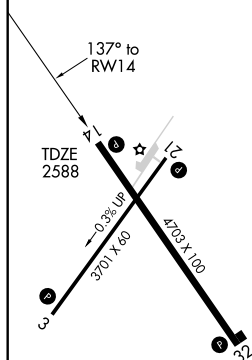
APP CRS
137°Rwy Idg **4703**
TDZE **2588**
Apt Elev **2591****RNAV (GPS) RWY 14**
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS
118.075DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) **3393**

ELEV 2591



REIL Rwy 32

MIRL Rws 3-21 and 14-32



4 NM Holding Pattern				5000	GIYIT
				1.9 NM to RW14	RW14
				3.05° TCH 40	
CATEGORY	A	B	C	D	
LNAV MDA	3240-1	652 (700-1)	NA		
CIRCLING	3240-1	649 (700-1)	NA		

WAAS CH 40010 W32A	APP CRS 318°	Rwy Idg 4703 TDZE 2588 Apt Elev 2591
----------------------------------------	------------------------	-----------------------------------------------------------------

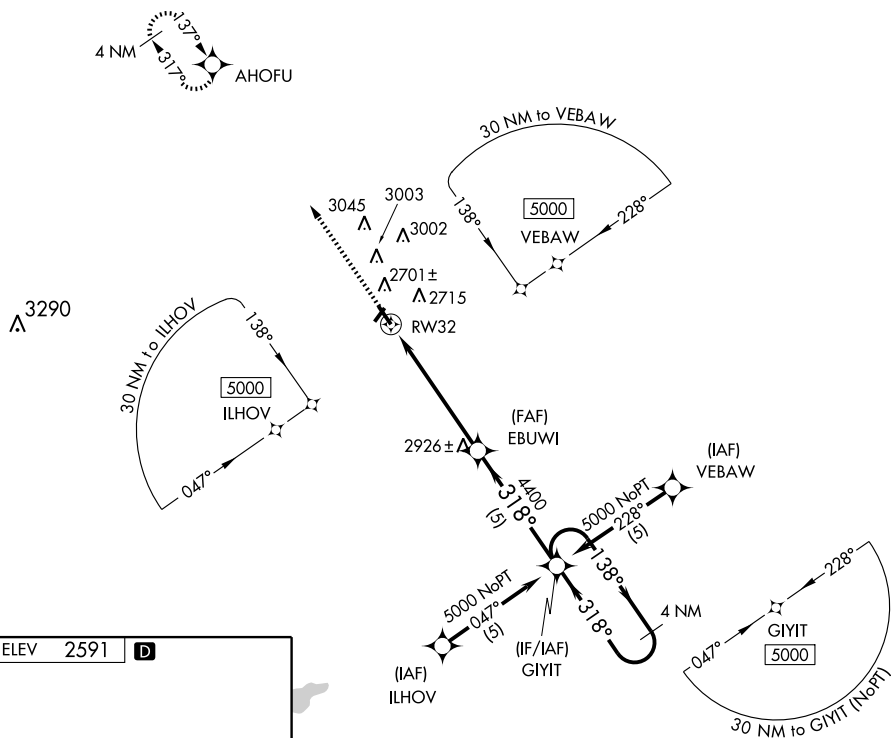
RNAV (GPS) RWY 32


VALENTINE/MILLER FIELD (VTN)

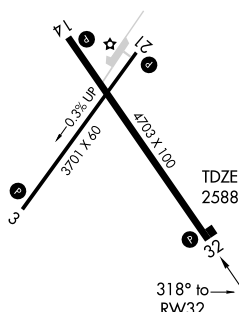


DME/DME RNP-0.3 NA.
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct AHOFU and hold.

ASOS
118.075DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) 

ELEV	2591	
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REIL Rwy 32 **L**
MIRL Rwy 3-21 and 14-32 **L**

VALENTINE, NEBRASKA

Amdt 1 09239

42° 51' N-100° 33' W

VALENTINE/ MILLER FIELD (VTN)

RNAV (GPS) RWY 32

5000 ↑	AHOFU 	*LNAV only.	EBUWI	GIYIT	4 NM Holding Pattern
GS 3.00° TCH 40					
CATEGORY		A	B	C	D
LPV	DA	2840-1	252 (300-1)	NA	
LNAV/ VNAV	DA	2960-1¼	372 (400-1¼)	NA	
LNAV	MDA	3180-1	592 (600-1)	NA	
CIRCLING		3180-1¼	589 (600-1¼)	NA	

WAHOO MUNI (AHQ) 2 NE UTC-6(-5DT) N41°14.44' W96°35.67'

OMAHA

1224 B S4 FUEL 100LL NOTAM FILE OLU

L-101, 121

RWY 02-20: H4100X75 (CONC) S-20 MIRL

IAP

RWY 02: PAPI(P2L)—GA 3.0°. TCH 41'.

RWY 20: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 13-31: 3290X150 (TURF) LIRL

RWY 13: Fence. RWY 31: Road.

AIRPORT REMARKS: Attended dawn-dusk. For svc after dusk call 402-443-1863. Fuel avbl 24 hr self serve. Rwy 13-31 not plowed winter months. Rwy 13-31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

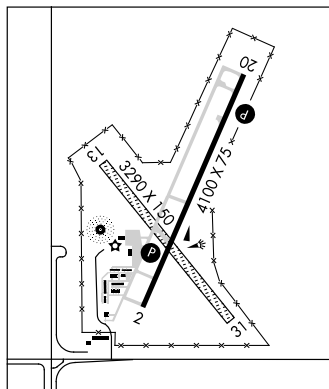
® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'
W96°44.52' 010° 20.1 NM to fld. 1370/9E.

NDB (MHW) 400 AHQ N41°14.35' W96°35.90' at fld.

NOTAM FILE OLU.

**WALLACE MUNI** (64V) 1 S UTC-6(-5DT) N40°49.93' W101°09.84'

CHEYENNE

3101 B NOTAM FILE OLU

RWY 13-31: H2800X50 (ASPH) LIRL (NSTD)

RWY 13: Thld dsplcd 200'. RWY 31: Irrigation system.

AIRPORT REMARKS: Attended Apr-Aug dawn-dusk. Rwy 13 thld dsplcd 200' for day ops, for ngt ops thld dsplcd 400' marked with lgts only. Rwy 13-31 NSTD LIRL. Lgts are 100' from pavement edge on both sides. Rwy 31 irrigation system.

COMMUNICATIONS: CTAF 122.9**WAYNE MUNI** (LCG) 2 E UTC-6(-5DT) N42°14.50' W96°58.94'

OMAHA

1431 B S4 FUEL 100LL OX 2 NOTAM FILE LCG

L-121

RWY 17-35: H4201X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 04-22: H3406X60 (ASPH) S-12.5 MIRL

RWY 04: Pole. RWY 22: Hiil.

RWY 13-31: 2070X120 (TURF)

RWY 13: Fence. RWY 31: Road.

AIRPORT REMARKS: Attended dusk-dawn. Deer on and invof arpt. Rwy 13-31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17-35 and Rwy 04-22 operate SS-0500Z†; after 0500Z†

ACTIVATE —122.8.

WEATHER DATA SOURCES: AWOS-3 120.125 (402) 375-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z‡)

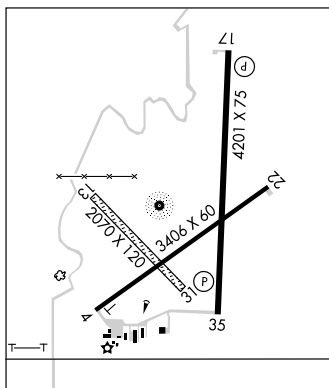
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'
W96°19.42' 249° 29.9 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 389 LCG N42°14.55' W96°59.02' at fld.

NOTAM FILE LCG.

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (See SCOTTSBLUFF)**WHITNEY** N42°49.73' W103°05.63' NOTAM FILE CDR.

CHEYENNE

NDB (MHW) 275 HIN at Chadron Muni.

L-12G

WILLOW N40°52.37' W100°04.36' NOTAM FILE OLU.

OMAHA

NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld.

L-10H

NDB AHQ 400	APP CRS 205°	Rwy Idg TDZE Apt Elev	4100 1224 1224
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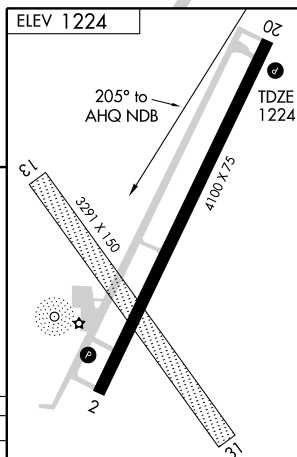
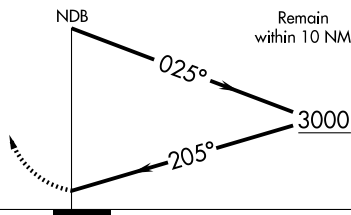
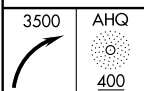
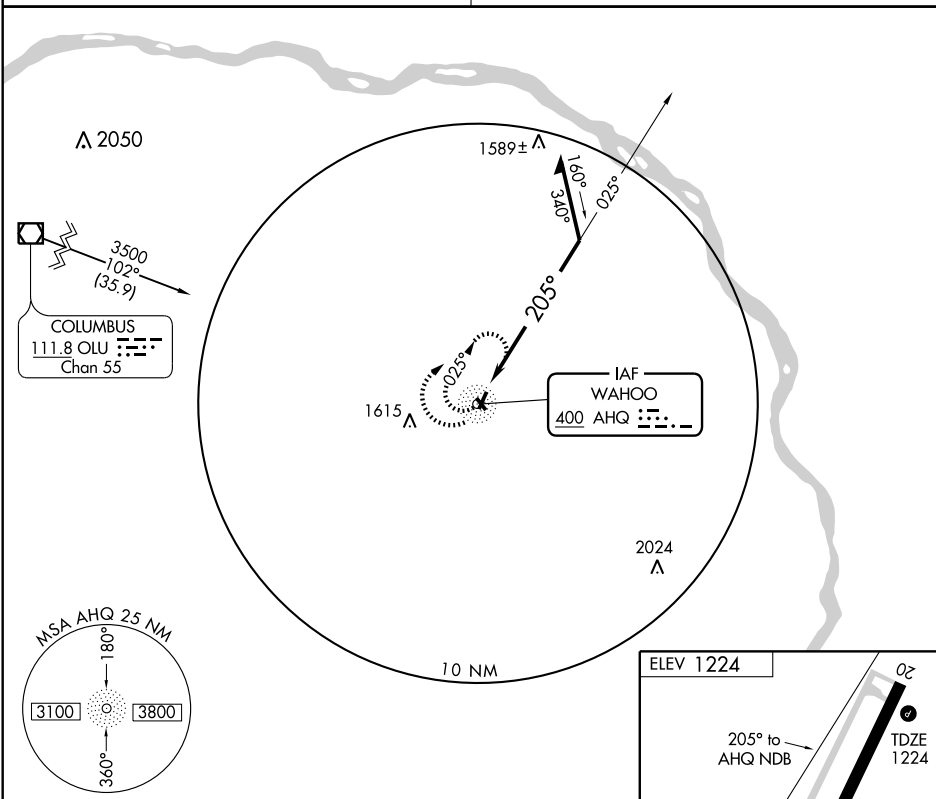
NDB RWY 20
WAHOO MUNI (AHQ)

▼ Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	

MIRL Rwy 2-20
LIRL Rwy 13-31

WAAS CH 48907 W20A	APP CRS 198°	Rwy Idg TDZE 1224 Apt Elev 1224
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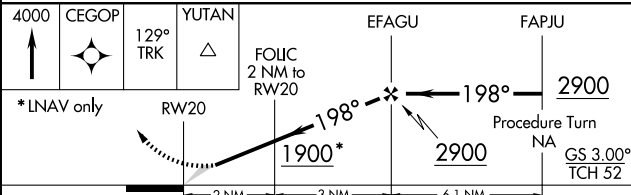
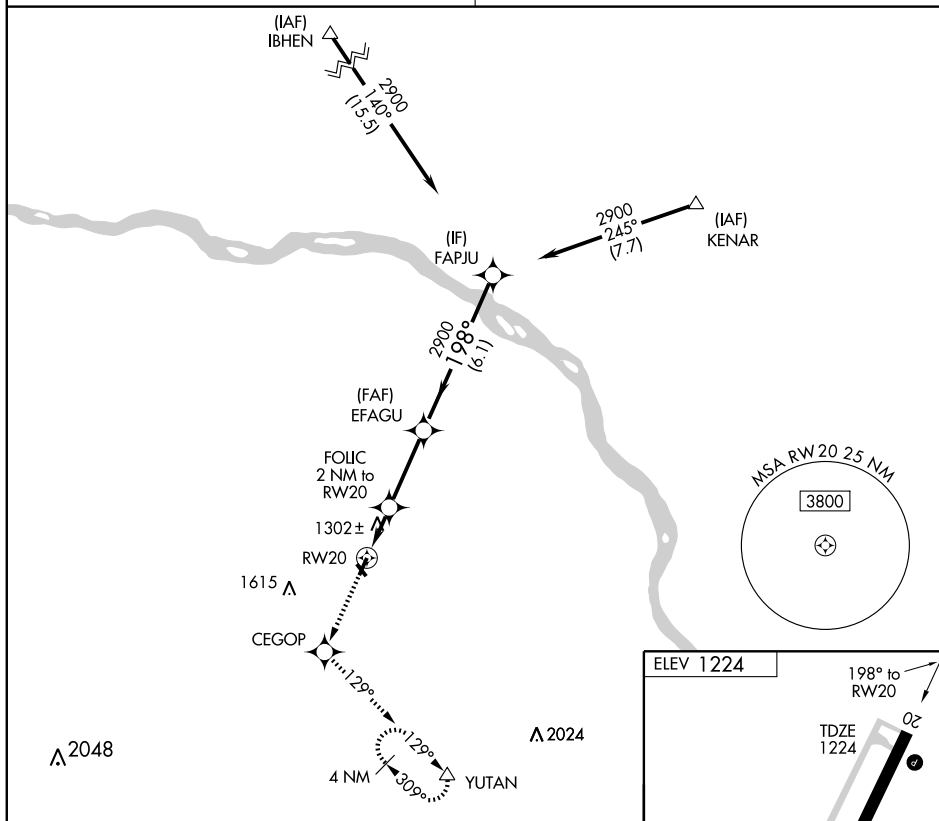
RNAV (GPS) RWY 20

WAHOO MUNI (AHQ)

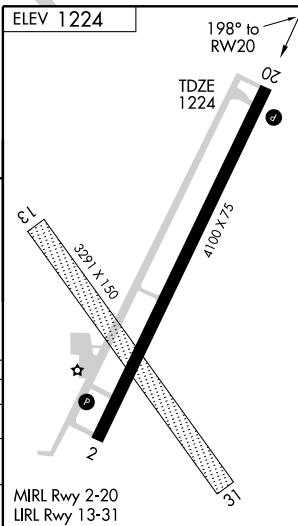
<p>▼ DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase DA 25 feet and all MDA 40 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.</p>
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OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1507-1 283 (300-1)		NA	
LNAV MDA	1600-1 376 (400-1)		NA	
CIRCLING	1760-1 536 (600-1)		NA	



WAHOO MUNI (AHQ) 2 NE UTC-6(-5DT) N41°14.44' W96°35.67'

OMAHA

1224 B S4 FUEL 100LL NOTAM FILE OLU

L-101, 121

RWY 02-20: H4100X75 (CONC) S-20 MIRL

IAP

RWY 02: PAPI(P2L)—GA 3.0°. TCH 41'.

RWY 20: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 13-31: 3290X150 (TURF) LIRL

RWY 13: Fence. RWY 31: Road.

AIRPORT REMARKS: Attended dawn-dusk. For svc after dusk call 402-443-1863. Fuel avbl 24 hr self serve. Rwy 13-31 not plowed winter months. Rwy 13-31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

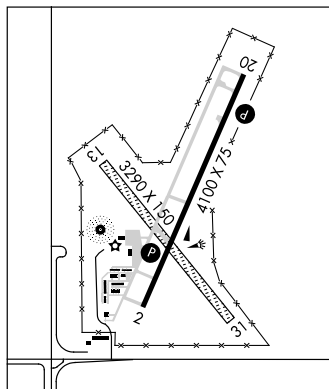
® OMAHA APP/DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'
W96°44.52' 010° 20.1 NM to fld. 1370/9E.

NDB (MHW) 400 AHQ N41°14.35' W96°35.90' at fld.

NOTAM FILE OLU.

**WALLACE MUNI** (64V) 1 S UTC-6(-5DT) N40°49.93' W101°09.84'

CHEYENNE

3101 B NOTAM FILE OLU

RWY 13-31: H2800X50 (ASPH) LIRL (NSTD)

RWY 13: Thld dsplcd 200'. RWY 31: Irrigation system.

AIRPORT REMARKS: Attended Apr-Aug dawn-dusk. Rwy 13 thld dsplcd 200' for day ops, for ngt ops thld dsplcd 400' marked with lgts only. Rwy 13-31 NSTD LIRL. Lgts are 100' from pavement edge on both sides. Rwy 31 irrigation system.

COMMUNICATIONS: CTAF 122.9**WAYNE MUNI** (LCG) 2 E UTC-6(-5DT) N42°14.50' W96°58.94'

OMAHA

1431 B S4 FUEL 100LL OX 2 NOTAM FILE LCG

L-121

RWY 17-35: H4201X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 04-22: H3406X60 (ASPH) S-12.5 MIRL

RWY 04: Pole. RWY 22: Hiil.

RWY 13-31: 2070X120 (TURF)

RWY 13: Fence. RWY 31: Road.

AIRPORT REMARKS: Attended dusk-dawn. Deer on and invof arpt. Rwy 13-31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17-35 and Rwy 04-22 operate SS-0500Z†; after 0500Z† ACTIVATE —122.8.

WEATHER DATA SOURCES: AWOS-3 120.125 (402) 375-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

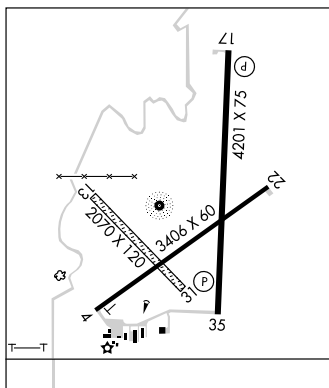
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'
W96°19.42' 249° 29.9 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 389 LCG N42°14.55' W96°59.02' at fld.

NOTAM FILE LCG.

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (See SCOTTSBLUFF)**WHITNEY** N42°49.73' W103°05.63' NOTAM FILE CDR.

CHEYENNE

NDB (MHW) 275 HIN at Chadron Muni.

L-12G

WILLOW N40°52.37' W100°04.36' NOTAM FILE OLU.

OMAHA

NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld.

L-10H

NDB LCG 389	APP CRS 185°	Rwy Idg TDZE Apt Elev 4201 1427 1431
-----------------------	------------------------	--------------------------------------------------------------------------

NDB RWY 17

WAYNE MUNI (LCG)

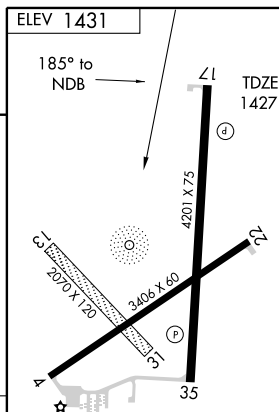
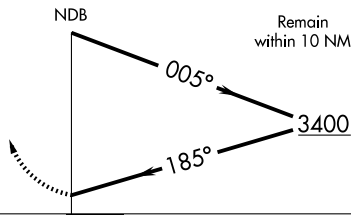
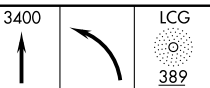
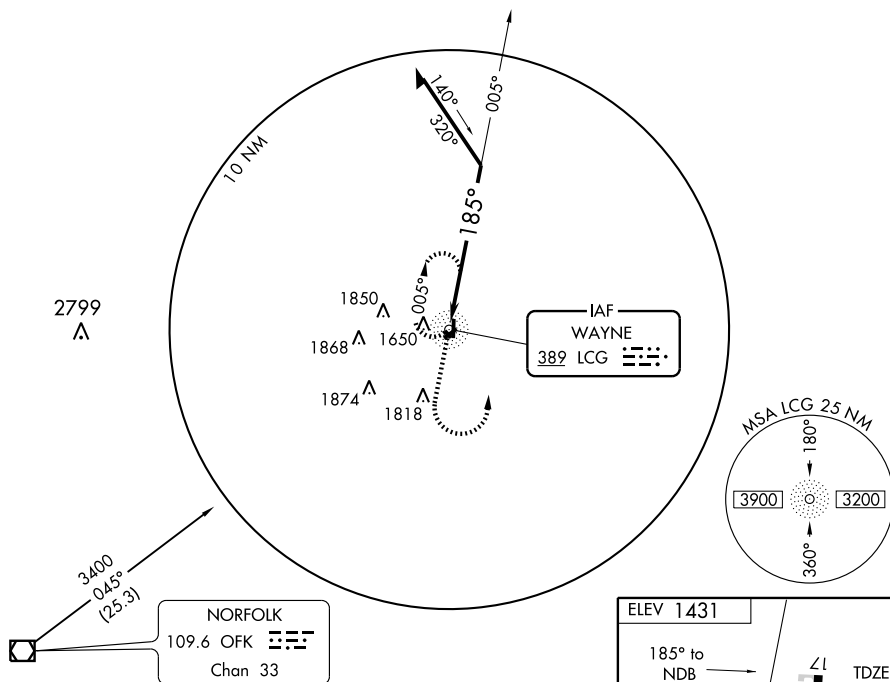
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn
direct LCG NDB and hold.

AWOS-3
120.125

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) ①



MIRL Rwy 4-22 and 17-35 ①

NDB LCG
389

APP CRS
239°

Rwy Idg **3406**
TDZE **1430**
Apt Elev **1431**

NDB RWY 22
WAYNE MUNI (LCG)



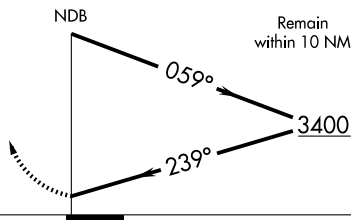
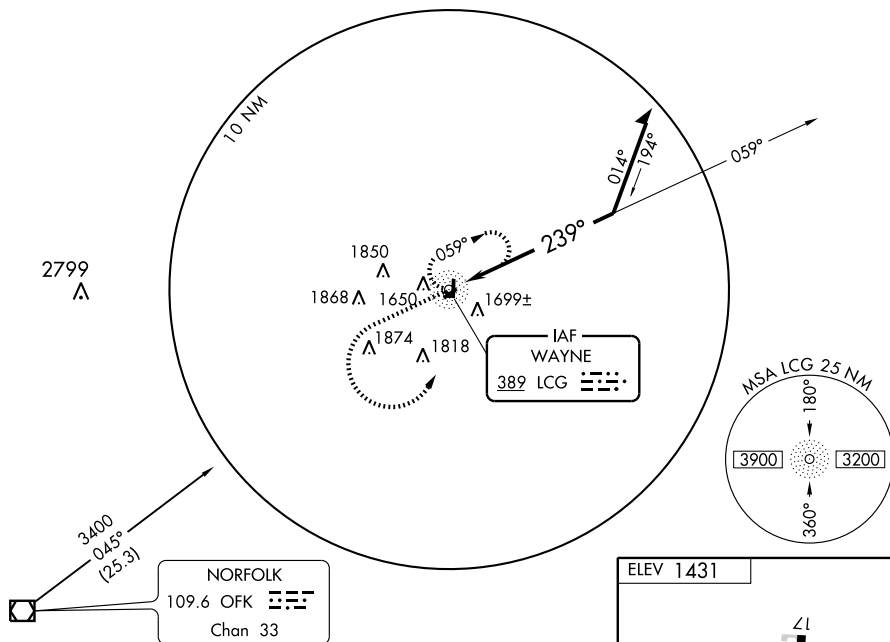
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn
direct LCG NDB and hold.

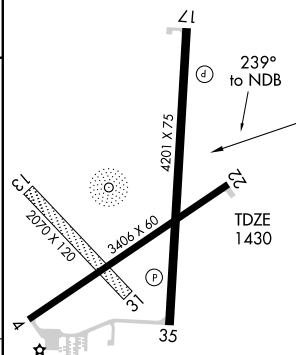
AWOS-3
120.125

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0



ELEV 1431



MIRL Rwy 4-22 and 17-35 0

CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	

NDB LCG 389	APP CRS 345°	Rwy Idg TDZE Apt Elev 4201 1431 1431
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NDB RWY 35

WAYNE MUNI (LCG)

▼
▲ NA

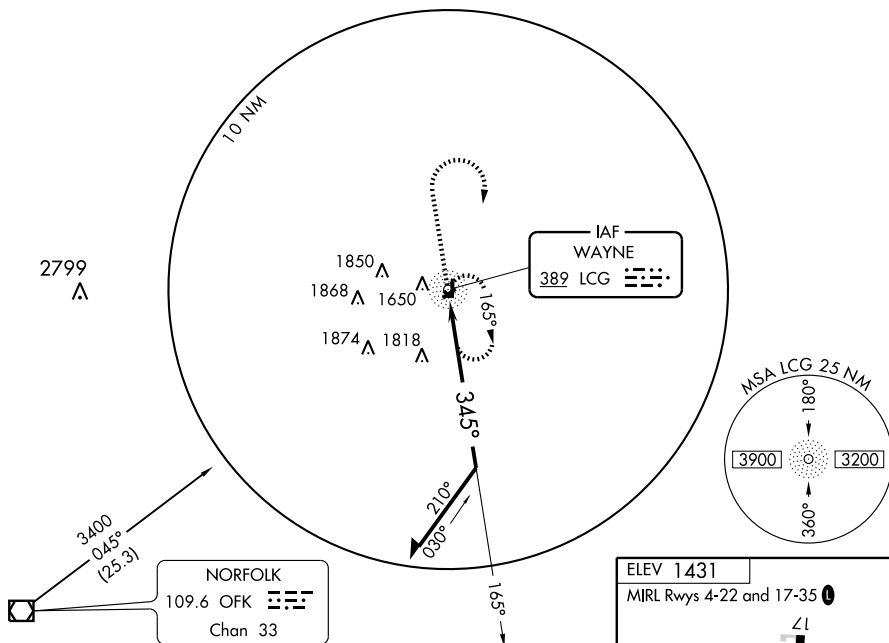
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn
direct LCG NDB and hold.

AWOS-3
120.125

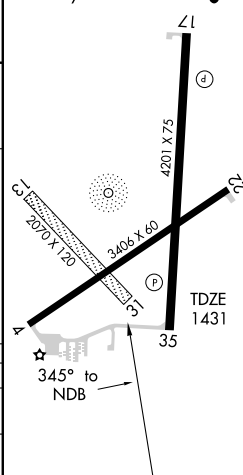
SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) ①

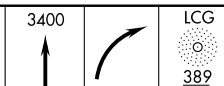
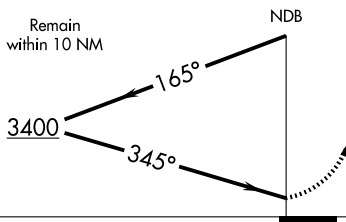


ELEV 1431

MIRL Rwy 4-22 and 17-35 ①



Remain
within 10 NM



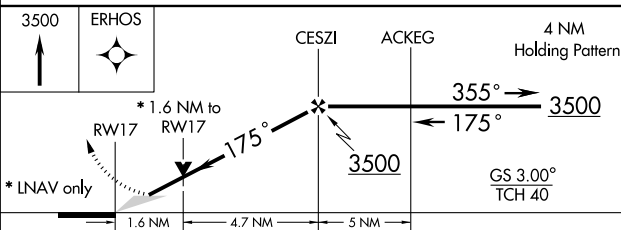
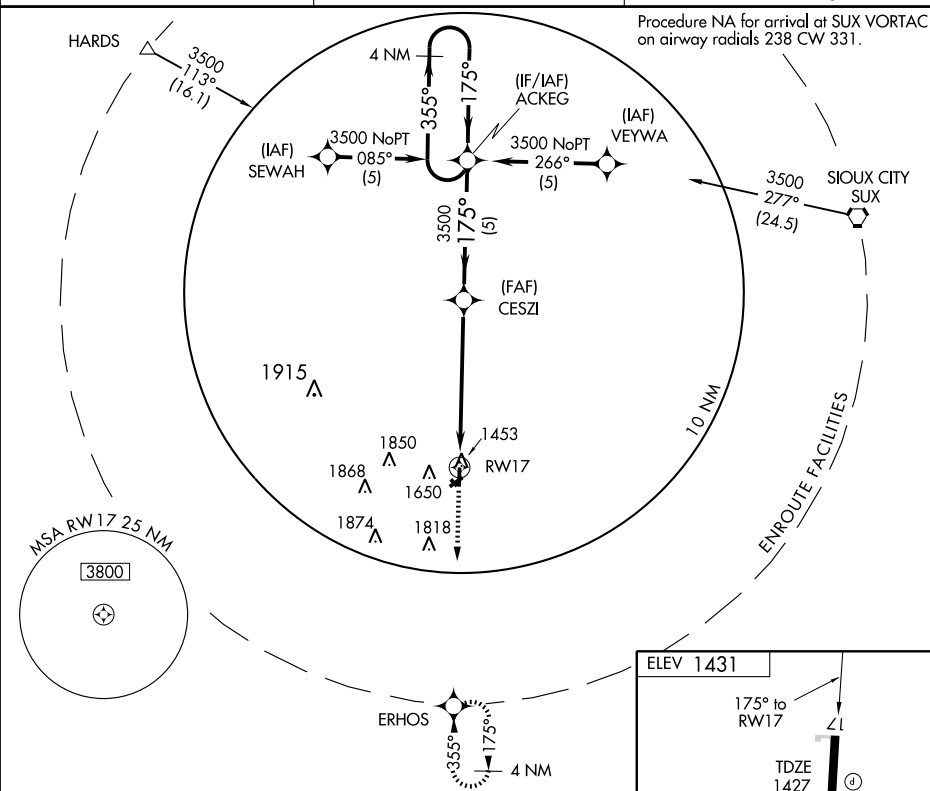
CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	

WAAS
CH **77513**
W17AAPP CRS
175°Rwy Idg **4201**
TDZE **1427**
Apt Elev **1431****RNAV (GPS) RWY 17**
WAYNE MUNI (LCG)

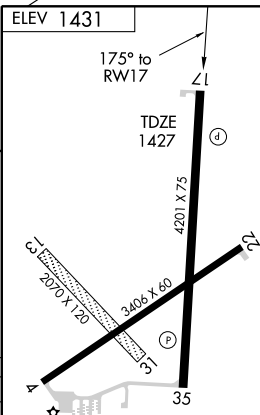
▼ BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3
120.125SIOUX CITY APP CON ★
124.6 307.0UNICOM
122.8 (CTAF) ①

CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)		NA
LNAV/VNAV DA	1840-1½	413 (500-1½)		NA
LNAV MDA	1980-1	553 (600-1)		NA
CIRCLING	2000-1½	569 (600-1½)		NA



MIRL Rwy 4-22 and 17-35 ①

RNAV (GPS) RWY 22

WAYNE MUNI (LCG)

APP CRS 228°	Rwy Idg 3406
	TDZE 1430
	Apt Elev 1431

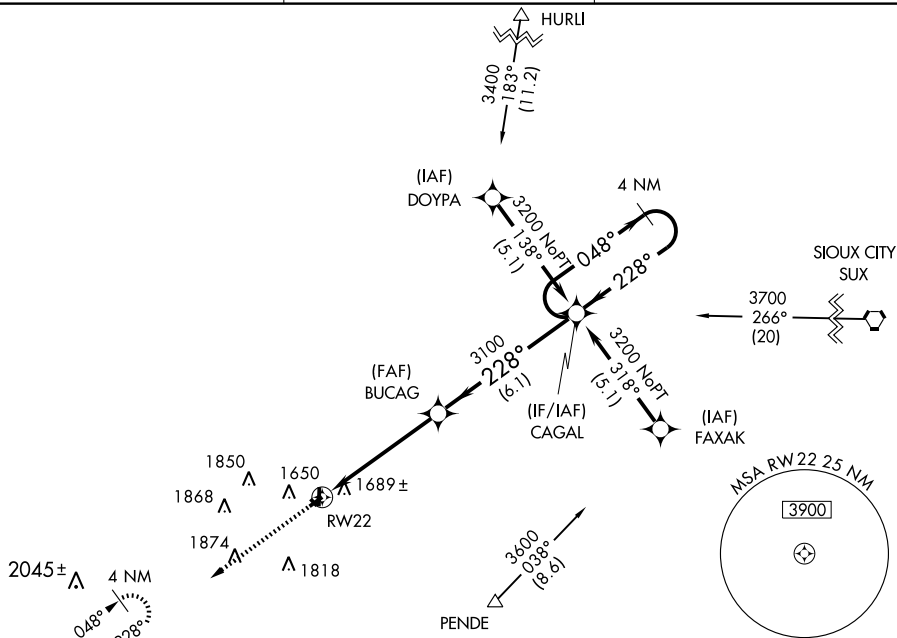
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400
direct CEKAC WP and hold.

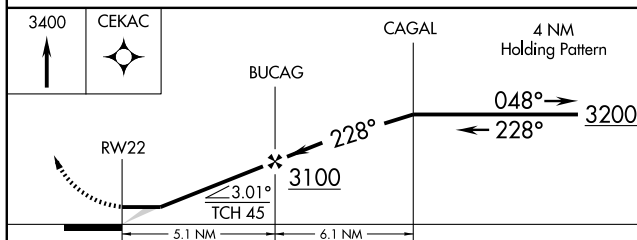
AWOS-3
120.125

SIoux CITY APP CON ★
124.6 307.0

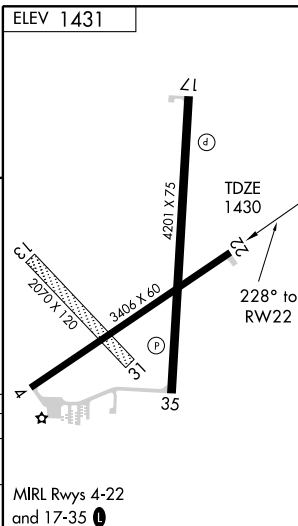
UNICOM
122.8 (CTAF) 0



Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNNAV MDA	2020-1 590 (600-1)		NA	
CIRCLING	2080-1 649 (700-1)		NA	



WAYNE MUNI (LCG)

APP CRS
355°

Rwy Idg	4201
TDZE	1431
Apt Elev	1431

RNAV (GPS) RWY 35

T If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct
ACKEG and hold.

AWOS-3
120-125

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF)

MSA RW 35 25 NM

3800

Procedure NA for arrival at OFK VOR/DME
on airway radials 058 CW 114.

OFK

OFK

ELEV 1431

4 NM
Holding Pattern

FRHQS

BII FH

3500

$$\leftarrow 175^\circ$$

1.8 NM to
RW35
↓

RW35

3 nm

CATEGORY
LNAV MDA
CIRCLING

A	B
2040-1	609 (700-1)
2040-1	609 (700-1)

	D
NA	
NA	

MIRL Rwy's 4-22
and 17-35 **L**

WOLBACH N41°22.54' W98°21.22' NOTAM FILE OLU.

(H) **VORTAC** 114.8 OBH Chan 95 168° 24.6 NM to Central Nebraska Rgnl. 2010/7E.

RCO 122.1R 114.8T (COLUMBUS RADIO)

OMAHA

H-5B, L-12H

YORK MUNI (JYR) 1 NW UTC-6(-5DT) N40°53.79' W97°37.45'

1670 B **FUEL** 100LL, JET A NOTAM FILE JYR

RWY 17-35: H5898X100 (CONC) S-30, D-38 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

RWY 35: REIL. VASI(V2L)—GA 3.0° TCH 25'.

Thld displcd 400'. Road.

RWY 05-23: 4700X150 (TURF)

RWY 05: Pole.

RWY 23: Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-5900 TODA-5900 ASDA-5500 LDA-5900

RWY 35: TORA-5900 TODA-5900 ASDA-5900 LDA-5500

AIRPORT REMARKS: Attended 1400-2300Z†. For svc after hrs call 402-366-5876. Rwy 05-23 not plowed winter months. Arpt lights operate dusk-0400Z†, after 0400Z† Rwy 35 designated as calm wind rwy. Rwy 35 VASI unusable byd 6° right and left of centerline. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17, VASI Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (402) 362-3785.

COMMUNICATIONS: CTAF/UNICOM 122.8.

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04'

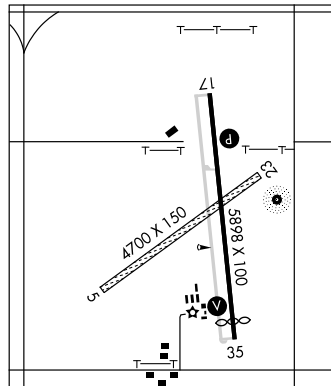
W98°18.89' 092° 31.8 NM to fld. 1840/7E.

NDB (MHW) 257 JYR N40°53.85' W97°37.02' at fld. NOTAM FILE OLU.

OMAHA

H-5C, L-10I

IAP



NDB JYR 257	APP CRS 153°	Rwy Idg TDZE 5898 Apt Elev 1665 1670
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NDB RWY 17

YORK MUNI (JYR)

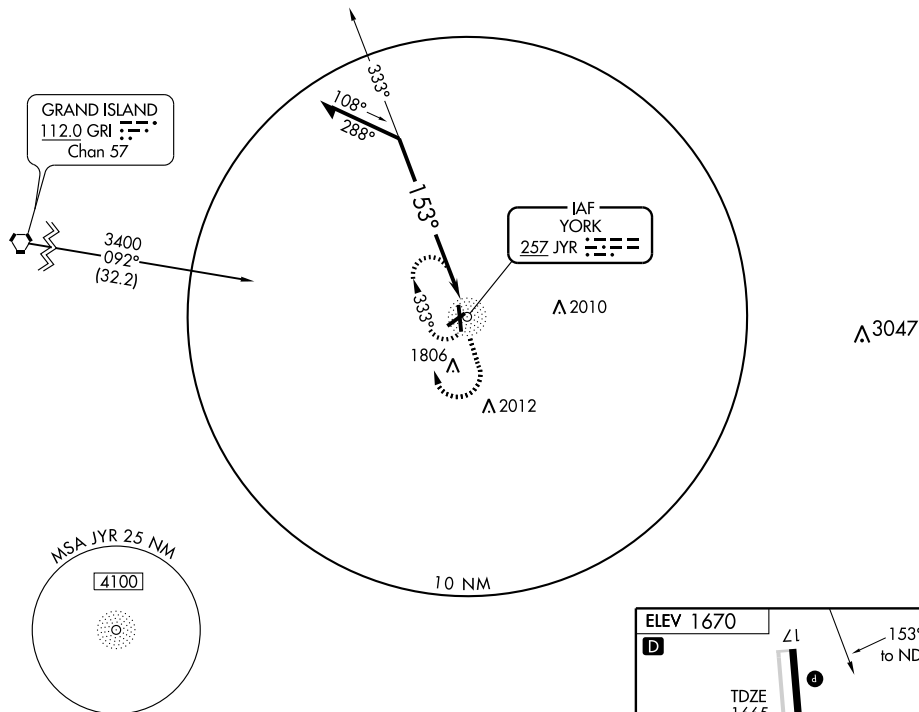
▼ Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase straight-in and circling visibilities Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

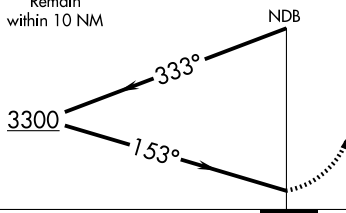
AWOS-3
124.175

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM



3000

3300

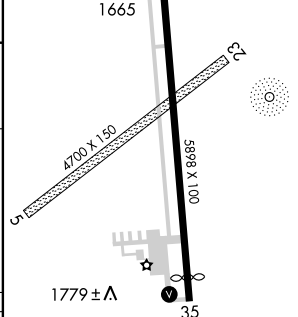
JYR

257

ELEV 1670

D

TDZE 1665



REIL Rwy 17-35 0

MIRL Rwy 17-35 0

NDB JYR
257

APP CRS
002°

Rwy Idg	5498
TDZE	1670
Apt Elev	1670

NDB RWY 35
YORK MUNI (JYR)



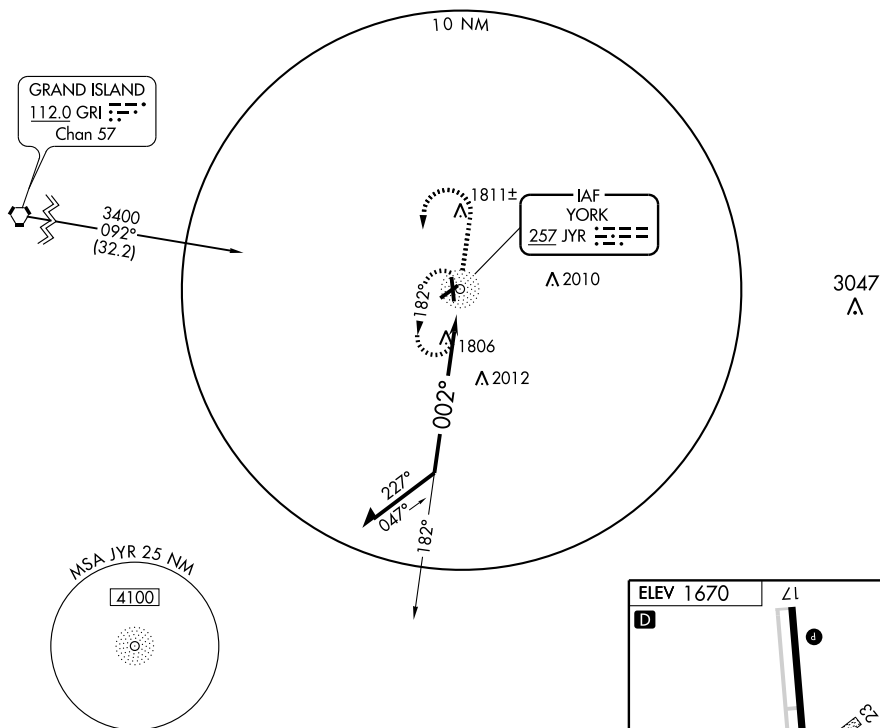
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3
124.175

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

NDB

3000

3300

JYR

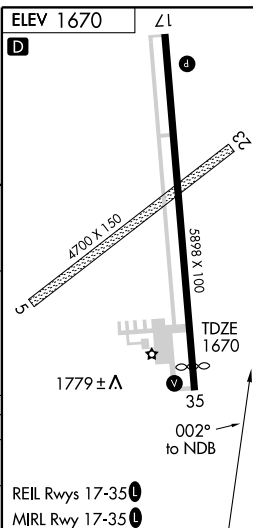
1

3300

185

0020-

CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA



YORK, NEBRASKA
Amdt 4A 09183

40°54'N-97°37'W

YORK MUNI (JYR)
NDB RWY 35

NC-2. 23 SEP 2010 to 21 OCT 2010

WAAS CH 86301 W17A	APP CRS 169°	Rwy Idg TDZE Apt Elev	5898 1665 1670
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RNAV (GPS) RWY 17

YORK MUNI (JYR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
WIVFO and hold.

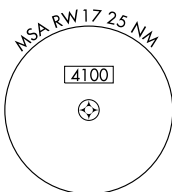
AWOS-3
124.175

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)

Procedure NA for arrivals
at OLU VOR/DME
via V172 eastbound.

COLUMBUS
OLU
4000
204° (18.4)



4 NM

169°

349°

(IAF)
PEVOC

4000 NoPT
212°
(7.5)

4000

259°
(5)

(IAF)
JEDED

4000 NoPT
079°
(5)

(IF/IAF)
EHJAM

3200

169°
(6.2)

(FAF)
AZGEP

HELEK
1.6 NM
to RW17

1739±

Δ 2010

1806

Δ 2012

GRASI
4000
056°
(7.6)

Procedure NA for
arrivals at GRASI
via V6-8 westbound.

4000
280°
(37.5)

LINCOLN
LNK

Procedure NA for arrivals at
LNK VORTAC via airway
radials 248 CW 258.

3047
Δ

MISSED APCH FIX



4 NM
Holding Pattern

EHJAM

AZGEP

HELEK
1.6 NM
to RW17

4000

GS 3.00°
TCH 44

349°

169°

169°

3200

*2220

*LNAV only

4000

*0.9 NM
to RW17

WIVFO

RW17

6.2 NM

3 NM

0.7 NM

0.9 NM

CATEGORY

A

B

C

D

LPV DA

1915-¾

250 (300-¾)

NA

LNAV/VNAV DA

2031-1¼

366 (400-1¼)

NA

LNAV MDA

2000-1

335 (400-1)

NA

CIRCLING

2060-1

2120-1

2120-1½

NA

390 (400-1)

450 (500-1)

450 (500-1½)

ELEV 1670

D

169° to
RW17

TDZE
1665

1779± Δ

REIL Rwy 17-35

MRL Rwy 17-35

35

1700 X 150

5898 X 100

WAAS CH 49113 W35A	APP CRS 349°	Rwy Idg 5498 TDZE 1670 Apt Elev 1670
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RNAV (GPS) RWY 35

YORK MUNI (JYR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

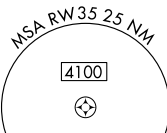
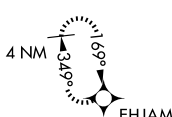
MISSED APPROACH:
Climb to 4000 direct
EHJAM and hold.

AWOS-3
124.175

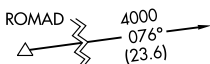
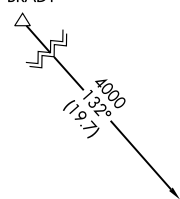
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) 0

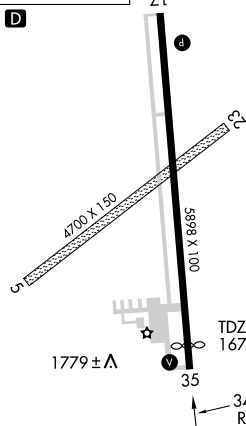
MISSED APCH FIX



BRADY

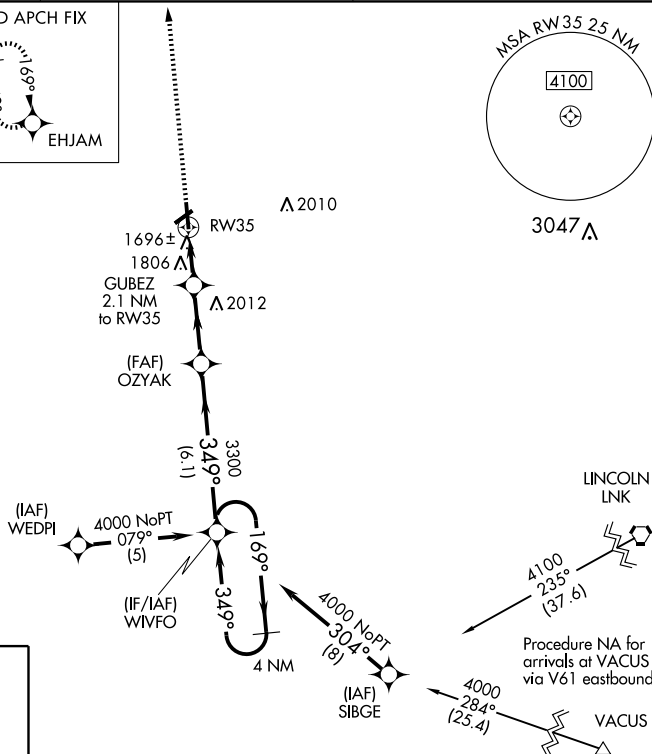


ELEV 1670

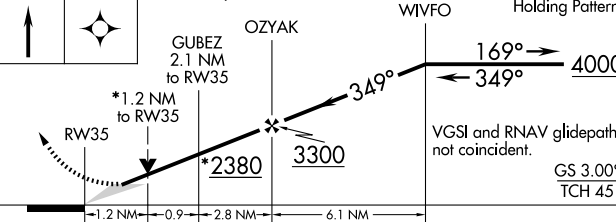


REIL Rwy 17-35 **0**

MIRL Rwy 17-35 **0**



*LNAV only



CATEGORY	A	B	C	D
LPV DA	1920-¾	250 (300-¾)		NA
LNAV/VNAV DA	2004-1¼	334 (400-1¼)		NA
LNAV MDA	2060-1	390 (400-1)		NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA